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BIRTH.

On the 9th instant, at No. 12, St. Francis Street, the wife of J. T. COTTON, Inspector of Nuisance, of a son. [1892]

MARRIAGES.

On the 3rd June, 1896, at H.B.M.'s Consulate, Kobe, Japan, and afterwards at the Union Church, Kobe, GEORGE AUGUSTUS MATTHEWS, of Shanghai, to BLANCHE MAUDE, widow of the late Edward Bois, and youngest daughter of F. Julian MARSHALL, Esq., of H.B.M.'s Board of Works, Shanghai.

At Shanghai, on the 4th June, 1896, at H.B.M. Consulate-General, by Sir Nicholas J. Hannen, Consul-General, and afterwards at Trinity Cathedral, by the Rev. H. C. Hodges, M.A., JEAN MINNIE, only daughter of W. P. HAMLIN, of Shanghai, to GUY DENISON BARRY, eldest son of the late Henry Smith BIRDWELL, of Shanghai.

On the 10th June, 1896, at the German Consulate, by Dr. O. Stuebel, Consul-General, and afterwards at Trinity Cathedral, by the Rev. H. C. Hodges, M.A., FERDINAND SEITZ, of Shanghai, to EDITH FRANCES AMALIE, eldest daughter of Mrs. STOCKWELL and the late Chas. E. KOFOD, of Shanghai.

DEATH.

On the 14th June, at Kennedy Town Hospital, GALBRAITH MOFFATT, Inspector of Nuisances, Hongkong, a native of Fermanagh, Ireland, aged 35. [1423]

ARRIVALS OF MAILS.

The French mail of the 8th May arrived, per M. M. steamer *Melbourne*, on the 10th June (33 days); the English mail of the 15th May arrived, per P. & O. steamer *Peshawur*, on the 12th June (28 days); and the American mail of the 20th May arrived, per P. M. steamer *China*, on the 15th June (26 days).

EPITOME OF THE WEEK.

H.M.S. *Centurion* grounded on a sand bank in Shimonoseki Straits on the 13th June, but was floated off without damage.

Admiral Count Kabayama has been released from the office of Governor-General of Formosa and Major-General Katsura has been appointed to succeed him.

At Hongkong on the 15th June a cargo-boat laden with kerosine oil caught fire and presented a remarkable spectacle as the flames and dense volumes of smoke shot up. Three lives were lost.

On the 6th June fire broke out in the premises of the Nippon Cotton Spinning Company at Dojima, Osaka, which were completely destroyed. Several lives were lost and many severe injuries sustained.

The half-yearly general meeting of the shareholders of the Nippon Yusen Kaisha was held on the 29th May, when a dividend at the rate of 10 per cent. per annum was declared; besides "an extraordinary dividend of 2 yen per share."

A Seoul telegram of the 1st June in the Japan papers reads:—"From to-day the Korean troops are to be trained by Russian instructors. The Bodyguards appear to-day in their new uniforms. Soldiers only are required to have their hair cut close."

The case of Mr. Krause, the German officer who was wounded by Hunan soldiers at Nanking, has been settled, the Colonel in charge of the camp having been removed from office and the soldiers who were engaged in the affair having been punished.

A Tokyo press despatch of the 30th May says:—"Count Mutsu obtained permission from His Majesty the Emperor to-day to resign the office of Foreign Minister. Marquis Saionji, the Minister for Education, has been appointed Acting Foreign Minister."

A Reuter's telegram states that Li Hung-chang has arrived at Berlin and met with an imposing reception. He has had an audience with the Emperor and received the highest honours. The German manufacturers are arranging *fetes* for his visits to the chief factories.

A big railway scheme is projected for Formosa by some Tokyo capitalists, who have applied for permission to float a company. The railway will start from Kelung and go via Kozan, Taipeh, and Takow to Nanyo and Koshun and thence back to Kelung along the eastern coast. It is proposed to commence the undertaking with a capital of ten million yen.

The owners of the Norwegian steamer *Normandie*, who in the action in the Admiralty Court at Shanghai arising out of the collision with the British steamer *Pekin* in the Whangpoo River were found entirely to blame, have, we learn from the *N. C. Daily News*, obtained leave to appeal to the Privy Council. On the 10th June an application made by Mr. W. A. C. Platt was heard in Chambers by Sir N. J. Hannen that they should give security for the costs of the appeal and also the amount of the damages. His Lordship, whilst making an order requiring security for costs, declined to make an order as to the damages.

The report of the Hongkong Electric Co., Limited, for the year ended 30th April last, shows that after deducting directors' fees \$2,000, there is left an amount of \$30,119 available for appropriation, and the directors recommend that this be disposed of as follows:—"To pay a dividend of 5 per cent. \$12,000, to write off plant account for depreciation \$10,000, to be carried forward to next account \$8,119."

The preliminary examination at Tokyo of Judge Mori on a charge of having received bribes from persons under arrest in connection with the iron pipes scandal has been concluded. It is stated that the judge received the sum of 2,000 yen, and entered into an agreement whereby he would receive 5,000 yen on discharging the men upon the preliminary examination, and 50,000 yen when they were discharged at the public trial.

A Reuter's telegram of the 14th June states that a deputation of the Associated Chambers of Commerce has asked the support of the Government in making trade routes in China, either by building or guaranteeing railways. Lord Salisbury replied that the Government was unable to assist any railway enterprise outside British territory, but if a powerful and solvent Company was formed the Government would do its utmost to assist in carrying railways to the edge of British territory; and that done, there was no doubt that the lines would be able to penetrate into foreign territory whenever desirable.

On the 4th inst. fire broke out in a match factory situated in the suburbs of Osaka. Four mechanics were burned to death and eighteen were more or less seriously injured. One workshop was destroyed and another had to be pulled down in order to prevent the fire from spreading to the neighbouring buildings. The cause of the disaster is not precisely known, but from the nature of the business carried on in the factory, where quantities of explosives and combustibles were stored, slight carelessness would have sufficed to produce serious results. So quick was the spread of the fire that twenty girls at work in the upper storey of the building had no time to effect a safe retreat. They received such injuries that seven of them are not expected to survive. The factory was a large establishment. It employed 120 male and 300 female hands.—*Japan Mail*.

We mentioned some time ago that General Su, Commander-in-Chief of the Kwangsi forces of Lungchow, contemplates building a railway to connect his headquarters with the provincial capital, Kweilin. This is now confirmed by advices from our native correspondent to the effect that the Governor of that province is going to petition the Throne for permission to do so and that deputies will be sent to Canton and Hongkong and probably to Shanghai with a view to purchasing railway material.—*Mercury*.

Telegrams received at Shanghai on the 10th June from Kansu report that the Mahomedan rebellion is spreading to alarming proportions and that the present forces under General Tung Fu-hsiang are insufficient to cope with the rebels. Orders have therefore been transmitted to Governor Wei of Shensi to march into Kansu at once with his army, some 10,000 strong, to reinforce General Tung, who will still remain chief in command of the Imperial forces in Kansu.—*N. C. Daily News*.

CHINA'S NEW NAVY.

The reconstruction of a navy is now attracting the attention of the Peking officials and is rapidly becoming a practical question. The chief present difficulties are of course fiscal, but China will prove no exception to the rule that armament is not to be postponed for want of money. Lack of means may defer and defeat many kinds of national beneficence, such as education, postal reform, railways, afforestation, jurisprudence, &c., but it has never yet hindered military and naval expense. The sinews of war are always forthcoming even to nations on the brink of bankruptcy, and China is far from this, though otherwise in a parlous state. A fleet and the re-fortification of Port Arthur were the chief items in the scheme of coast defence recently submitted by WANG WEN-SHE of Chihli. His memorial on this subject, embodying an application for Tls. 30,000,000, was of course put on one side in Peking; but since then China has learned how readily Western capital can be made to flow into her coffers, and doubtless the officials now see a possible solution of the financial difficulty.

Negotiations have been going on for a long time to re-secure the services of Captain W. M. LANG, R.N. This able and zealous officer has been asked to assume an office more or less resembling that he formerly held in the Chinese navy. Captain LANG has steadily refused such office, but has recently intimated to Lord SALISBURY and Mr. GOSCHEN his willingness to place his services at the disposal of the Chinese provided the latter will give him such power and position as will make these services real and not a sham; he will not compromise his professional dignity and self-respect by taking service in China to be the object of low intrigue and to see a fine service ruined by speculation and provincial and family favouritism. The curious thing is that though Captain LANG has at last consented to come, the Chinese are now hanging back. Peking is at present the theatre of so much occult manoeuvring and diplomatic juggling, both native and foreign, that it is not difficult to guess where the hitch lies. Still, we are disposed to think that the British officer's conditions will be accepted, that he will come out, and that he will again slowly succumb to the inevitable influences and environment which obtain in Chinese official life. If the fleet were given into his autocratic control, fiscal and administrative things might go otherwise, but this is extremely unlikely. As the Chinese fleet was in the beginning so it will be in the end—inefficient, unsatisfactory, and all but useless as a means of offence or defence. Little or no kudos will be obtained from association with it; and we think that no foreign officer will either confer on or derive from it any benefit beyond the ignoble one of drawing fairly good pay. Were these our only grounds we should prefer to see British officers entirely dissociated from its reconstruction and maintenance; but there are other ways of regarding the question.

A navy has other duties besides that of offence and defence, those of police, and nowhere in the world may these duties be more imperatively needed than in China. Piracy by the happy collusion of England has been largely suppressed in these waters, but should the complications of Western politics call away the foreign squadrons for a time we should certainly, in the absence of a Chinese fleet, see a recrudescence of this crime. China must have a fleet, and a large fleet, to patrol her own coasts. Then, again,

ineffective as the Chinese fleet was against the Japanese, it was really a formidable weapon against junks and littoral towns. Under fairly loyal officers it has been for the last twenty years the trump card in the Peking hand for the suppression of rebellion, especially in that hot-bed of treason the Yangtze valley. With such a fleet as the late Peiyang squadron, a repetition of the Taiping rebellion is all but an impossibility. Almost every town from Woosung to Ichang could be shelled with impunity, and troops could be conveyed from base to base with a speed which would utterly disconcert opposition. We may fairly take it that a fleet is a proved necessity to China, and a fleet sooner or later she is bound to have, and this notwithstanding the fact that her wisest officials clearly see that its ultimate fate may be to fall into the hands of some foreign aggressor.

Moreover, China's future policy will probably be to cover her own weakness by alliances, and although we should be sorry to see her our ally in land operations, it is obvious that a well built and well found squadron of hers might be of decisive importance in naval operations or in a general sea engagement. Almost to a certainty the crews and commands of such vessels would be stiffened by placing on board a number of the officers and gunners of the Western ally, and this would make all the difference in the world. This brings us to the core of our remarks. If China is to have a fleet 'twere well that England should help to make that fleet, on the plain ground that, while participation may do little good, abstention may do considerable harm. We may be quite sure that if we hold aloof our rivals will come in. We therefore hope that the British Admiralty will no longer sulk in its tents, but will come forward in its old spirit of amity towards China. Great as was its provocation over the LANG incident, no good is to be gained by rubbing that old wound instead of bringing the plaster. The old facilities for naval education and technical advice might be once more extended to the Chinese; an educational mission might be received at Greenwich, H.M.S. *Excellent* and *Vernon* might receive a few junior officers, and limited permission might be given as before to a few officers to serve a commission in our Mediterranean or Channel Squadron. All these privileges were ruthlessly shut down upon after the LANG incident five years ago, and deservedly so, but things have changed since then, and we must change with them. Our text is that if the Chinese navy is to be re-created under foreign auspices, it had better be under those of England, both for China's sake and our own.

THE ASSOCIATED CHAMBERS OF COMMERCE AND RAILWAY CONSTRUCTION IN CHINA.

A recent Havas telegram stated that owing to the diplomatic skill of M. GERARD the construction of railways in China by French engineers had been authorised. To-day we publish a Reuter's telegram informing us that a deputation of the Associated Chambers of Commerce has asked the support of the British Government in making trade routes in China either by building or guaranteeing railways, and that Lord SALISBURY replied that the Government was unable to assist any railway enterprise outside British territory, but that the Government would do its utmost to assist in carrying railways to the edge of British territory, and that done, there was no doubt that the lines would be able to penetrate into foreign territory

whenever desirable. Here we have brought out in striking contrast the different policies adopted respectively by Great Britain and France in relation to railway enterprise in China. On the one hand we have France exerting the most intense pressure to secure the construction of railways in China with French material and by French skill; on the other hand Great Britain stands benevolently on one side and will use no pressure whatever. Reuter's telegram necessarily gives but a brief summary of the reply of the Prime Minister; and when the detailed report is received it will probably be found that Lord SALISBURY gave some assurance that while Her Majesty's Government would not force railways upon China they would see that when railways were constructed British enterprise should not be placed at any disadvantage with that of other countries as regards the supply of material and technical skill. This is a subject that calls for watchfulness on the part of Great Britain, for there is a distinct danger that China may yield to the pressure brought to bear upon her by other powers and give them a practical if not formal and acknowledged monopoly of railway construction in the Empire.

This subject of railway construction in China was discussed in connection with the proposed revision of the treaties when Sir RUTHERFORD ALCOCK was our Minister at Peking and the policy of the British Government to-day seems to be a continuation of the policy enunciated at that time. The Hongkong Chamber of Commerce in its memorial referred to the advantages to be derived from the construction of railways, expressed the hope that the country that gave railways to Europe would be instrumental in conferring the same benefits upon China, and trusted that "Her Majesty's Government will use every argument calculated to induce the Chinese Government to grant permission to construct railways in all parts of the Empire and obtain an Act giving any Company formed to carry out such undertakings all needful privileges." Sir RUTHERFORD ALCOCK in his report upon the memorial dwelt upon the Chinese fear that the introduction of railways by foreign agencies might lead to foreign intervention. "It would be a mistake," he said, "to suppose that the experience of the Pasha of Egypt and the questions to which the privilege of making the Suez Canal has given rise have been lost upon the Chinese Government. They are as much alive as the Pasha himself can be to the danger and inconvenience attaching to such enterprises with foreign capital and Government protection as a contingency." In a subsequent despatch Sir RUTHERFORD ALCOCK dealt more in detail with the subject, and expressed the opinion that "the issue would be best left to the operation of time." Such seems to have been the view adopted by Her Majesty's Government at that time and held up to the present day. It is by no means certain, however, that the exercise of judicious pressure by Great Britain thirty years ago to induce China to construct railways might not have been attended with good results and led to the more rapid opening up of the country, without bringing with it any of the dangers or difficulties that weighed so heavily with the then Minister. But whatever may be said as to the advantage, as an abstract question, of leaving the issue to the operation of time, the practical question assumes quite a different aspect when we find other nations are not content to rely on the operation of time but are demanding immediate con-

cessions for their subjects or citizens. If the British Government will not take any step to force railways on China it must at least insist that in the making of such railways as may actually be decided upon British enterprise shall have a fair field.

COMMERCIAL MISSIONS AND THE TRADE OF THE FAR EAST.

In his report on the trade of Japan for last year Mr. LONGFORD deprecates as unnecessary the sending of any commercial mission to investigate the conditions and prospects of business in that country. There are, he says, sixteen English importing firms members of the Yokohama Chamber of Commerce and fifteen of the Hyogo Chamber, and "it is difficult to see what information in regard to general trade can be obtained by mercantile experts entirely new to the country . . . which cannot be and is no doubt already obtained and communicated in full to England by experts equally qualified in general experience and with the additional qualification of long and intimate knowledge of the country." He points out, too, that the opportunities that are now available for acquiring information on trade and commerce in Japan are very complete, making mention of the economical journal published in Tokyo, the attention devoted to financial and commercial matters by the daily papers, the public addresses of statesmen and leaders of opinion, and the reports of the Japanese Chambers of Commerce and of the guilds of particular trades. Mr. LONGFORD may possibly be right, for Japan is now almost as open a book, so far as trade conditions are concerned, as any European country. But if the existence of the facilities for acquiring information in Japan mentioned by Mr. LONGFORD, be a reason for not sending a commission of investigation to that country, the absence of similar facilities in China may be taken as a very good reason for sending such a commission there. That, of course, is a matter entirely foreign to Mr. LONGFORD's report and on which he does not offer any opinion, but the one question naturally suggests the other. And in connection with the proposed commercial mission to China we may recall some pregnant remarks made in the *Asiatic Quarterly Review* some months ago by Mr. A. MICHIE, a man of exceptionally ripe experience in commercial affairs. "The 'merchant in China,' Mr. MICHIE says, 'needs in fact to be a missionary as well, to discover what the people need and persuade them to buy it. But this is hardly merchants' business; they have neither the time nor the aptitude for it, and necessarily do it indifferently. . . . The persons who are really interested in the extension of trade are not the few hundreds who are engaged in handling the merchandise but, on the one side, the British artisan, the British manufacturer, and the British nation; on the other, the Chinese people.' After referring to the listlessness of the Chinese, which "has been fairly well matched by the rigidity of the British manufacturers," Mr. MICHIE goes on to say that "what has been done in the way of investigation has been done by Government officials and private explorers at their own expense and risk, and as neither of these classes possess the educated eye they have brought back little that was of any immediate service to the British manufacturer." That Chambers of Commerce should at last be considering the propriety of putting their own

shoulders to the wheel of commercial exploration is regarded by Mr. MICHIE with satisfaction; and notwithstanding Mr. LONGFORD's remarks, we are not sure that even in Japan the field has been entirely covered. If such a commission as has been proposed did not in the case of Japan add much to our stock of information it might at least bring that information more directly home to the manufacturer and relieve the rigidity which characterises him. Mr. LONGFORD himself recommends British manufacturers to keep on the spot experts in the principal classes of machinery, and if that be necessary perhaps a flying visit of representative experts might not be altogether fruitless; if it led to nothing more than the adoption of Mr. LONGFORD's recommendations, on this and other points, it would have done some good. We are not aware, however, that it has been contemplated that the commission promoted by the Blackburn Chamber of Commerce should extend its researches to Japan, nor is it likely that the funds at its disposal will enable it to do so.

JAPAN AND RUSSIA.

There have of late been many reports of a rapprochement between Russia and Japan, but it has been left to Mr. STEAD, in his *Review of Reviews*, to serve these up in their most piquant and sensational form. He gives them as a rumour, but in one important respect the rumour bears an entirely new face, new at least to us. Marshal YAMAGATA, it is said, has *carte blanche* to conclude a treaty of alliance with Russia based on the partition of Turkey and the recognising of Japan as the dominant sea-power of the Pacific. So far the rumour is common place enough, though the introduction of Turkey into it is rather a novelty. The following is the striking part:—"As a bait, and by way of sealing the alliance, it is reported that the Marshal is prepared to offer a no less sensational bribe than the formal acceptance of the Greek 'orthodox religion as the national creed of the Japanese.' If there be any bribe in the case it is more likely to be offered by Russia to Japan than by Japan to Russia. A bribe failing, some species of coercion might be applied, but it is only by cajolery or force that Japan could be induced to take a step leading up to her incorporation in the dominions of the Czar. She will never voluntarily seek her fate in that direction, and if circumstances force on her special agreements in relation to Korea they will, so far as the decision rests with Japan, be strictly limited to that particular matter. With reference to the suggested change of religion Mr. STEAD quotes some remarks said to have been made by Count Iro ten years ago. The Count is said to have declared that it would be well for Japan to adopt Christianity, not because Christianity was the only true faith, but because it was one of the conventions of the comity of modern nations that a great power should be Christian. "It is," Count Iro is reported to have said with an engaging frankness, "just the same thing as wearing a dress suit at a dinner party. When you go to dine you always wear black trousers; it is not that the black trousers are better than blue or any other colour, but it is an established conventionality that, in evening dress, trousers should be black. So among modern nations it is a convention that the great powers should be Christian." This view was held in some quarters in Japan at one time, and possibly it may have been expressed by Count Iro in the terms above

quoted, though we have not the reference; but it is not a view that has many if any adherents at the present time. A good deal has happened within the last ten years; Japan has gained admission to the comity of nations on equal terms without paying the price of conversion to Christianity, and although we must all hope that the rising nation of the East will in time become christianised she will not now adopt that faith for any political motives analagous to those above set forth. On the contrary, as a matter of policy she may recognise that sometimes it pays to be unconventional and act accordingly, nominally preserving her national faith even after it has lost its hold on the hearts and minds of her people. As a Christian nation she would be one among many, whereas she possesses, as the sole non-Christian nation admitted to full fellowship in the comity of nations, a claim to distinction which she might be reluctant to forego. The christianisation of Japan, if ever accomplished, is more likely to be effected by the inherent superiority of Christianity to Buddhism and Shintoism rather than by any degradingly corrupt political motives.

THE MAHOMMEDAN REBELLION.

The occurrence of rebellions in China no longer excites any keen interest. The insurgents are invariably so handicapped by want of supplies, both of arms and ammunition, that the Imperialists, however badly led, however wretchedly disciplined, soon gain the advantage, more especially as they are always able to maintain communication with the coast, which, since the acquisition of a maritime trade, has become their base. Thus the announcement made the other day by our Shanghai morning contemporary, to the effect that there had been another Mahomedan outbreak in Lanchow prefecture, Kansuh, hardly sufficed to make a ripple on the political waters. In this case, nevertheless, it would seem the rebels have scored some successes in having surrounded the Imperialist forces and almost decimated them, although the latter were better provided with firearms than their assailants. The report adds that from 4,000 to 6,000 of the Imperialist troops are either killed or missing. Possibly the Mahomedans were led by some of YAKOUB BEG's old captains, who know a little of the art of war in a rude way and who at any rate are not deficient in courage, a quality unknown to most Chinese officers, who hang in the rear and flourish fans instead of leading the charge. The reverse appears to have sufficiently alarmed the Kansuh authorities to induce them to send urgent telegrams to Nanking and Wuchang, asking for reinforcements to help to suppress the rebellion. The Viceroy LIU KUN-YU and CHANG CHIH-TUNG will, it is reported, send about eight thousand men to assist the Kansuh Government, and other provincial administrations are also expected to furnish contingents. In the end, no doubt, a sufficient force will be collected to crush the rising in a short period unless some leader with a spark of military genius arises among the insurgents, and, taking the Imperialist levies in detail, cuts them off and marches southward, eating up the country, in wonted style, as he goes. Such a leader, however, is not developed every day, and if he could now be found he would find it difficult to evolve order out of disorder, or make soldiers out of untrained coolies. The Mahomedans of Yunnan, when much more wealthy and powerful than their co-religionists in Kan-

suh, were quite unable to continue the struggle against the Chinese Imperial forces after these were once fairly established. The followers of the Prophet in the North-west provinces, though unquestionably hardy and courageous, are destitute of any reserve of war matériel, and though they may possibly receive some assistance from the Central Asian Khanates they cannot hope to long withstand the Central Government. It is therefore to be hoped that they may soon become convinced of the utter hopelessness of their undertaking, and submit before the patience of Peking has been tried so long as to again evoke the merciless severity which distinguished the suppression of the Mahomedan rebellion in Yunnan, wherein the whole of the rebellious districts were laid waste and depopulated.

THE FLOGGING FATALITY.

I.

The recent death in Victoria Gaol of a man who had been subjected to corporal punishment may possibly be used by the opponents of flogging as an "awful example." Locally, where the facts are known and correctly appreciated, it would be difficult to create much excitement in the matter, but at home it may be otherwise, and to prevent misapprehension stress should be laid upon the fact that the man did not die directly from the results of flogging, but from blood-poisoning, an accident which may under certain conditions follow upon any abrasion of the skin, however slight. The late M. LOUMYER, the Belgian Minister to China, died the other day from blood-poisoning following upon a scratch while suffering from a boil. We believe we are correct in saying, too, that deaths from blood poisoning have taken place with mosquito bites as the remote cause, as in the Gaol case the flogging was the remote cause. Whether the man was in a fit state to receive a flogging and whether he received proper medical attention after its administration are questions on which some inquiry may be deemed desirable, though there appears no *prima facie* reason why the discretion or watchfulness of the medical officers should be called in question; but the case has no bearing whatever on the question of the advisability or otherwise of using corporal punishment as a means of maintaining discipline in the gaol.

But though the flogging in the case under notice was only a remote and not the proximate cause of death, the circumstances are likely to lead to a re-opening of the whole question of flogging. This was discussed *ad nauseam* some seventeen or eighteen years ago, but there is no reason why it should not be re-opened and the judgment then arrived at reviewed if it be found mistaken. For our own part however, we do not see how discipline is to be maintained amongst five hundred hardened criminals without the use of corporal punishment, unless by the adoption of means which may possibly prove more dangerous to health, as, for instance, starving recalcitrant prisoners into submission. A man who has been on reduced diet for some time naturally becomes somewhat reduced and it is conceivable that turning him on to hard labour again while in that condition might lead to permanent though possibly for a time obscure injury to health, whereas a flogging, properly administered, leaves no ill effects as its direct consequence, though of course it breaks the skin and so exposes the sufferer to the dangers everyone incurs who sustains an abrasion. When such consequences ensue, however,

they must be regarded as an accident, as much so as the contraction of a contagious disease by a smoker through holding in his lips a cigar carrying the infection from the man who made it. A case of that kind was recorded in the Customs Medical Reports a few years ago, if we remember rightly, but no one would think of saying that the unfortunate sufferer in that case contracted the disease by smoking.

It has not been found expedient to abolish flogging as a punishment for gaol offences in England, and the general opinion in Hongkong, we believe, is that it is desirable to maintain it here. Even the late Sir JOHN POPE HENNESSY, strongly opposed as he was to flogging as a form of punishment to which criminals should be sentenced by the Courts, did not go so far as to propose its abolition as a means of preserving discipline in the gaol. We take it, however, that everyone would be glad to see flogging totally abolished if any efficient substitute could be found for it, or if it could be shown that the punishment fails to effect the purpose for which it is intended. On this point we have pleasure in referring the opponents of flogging to a passage in a contemporary which may possibly suggest to them some points they may use in argument. Writing on the reduction in the calibre of service rifles, the *Asian* says:—"We find the deterrent result of a wound greatest in the civilised white man, and broadly speaking, least in the yellow, brown, and black races, taking that order in the scale of sensibility between the two. The ingenuity which has evolved the horrible tortures inflicted upon Chinese criminals [in China] is neither more nor less than the deliberate endeavour to get ahead of the insensibility to bodily pain for which the yellow man is so remarkable." Surgeons who have operated upon Chinese patients also speak of their comparative insensibility to pain and of how they can stand operations, without chloroform, under which a white man would almost surely succumb. It may be argued that if the Chinese are so insensible to bodily pain it is a mistaken policy to try to reach their feelings through their skin, and if some better way can be suggested, well and good.

It is to be hoped, however, that we will have no maudlin sentiment introduced into the discussion. Prisoners are not sent to gaol to enjoy a holiday or to be coddled up, though as a matter of fact when they get there they are uncommonly well off, receiving first class board and lodging, while the tasks they are called upon to do fall far short of the amount of labour an honest coolie has to perform in order to earn his livelihood; but some of them are so averse to work that they decline to perform even the slight tasks allotted them, and on these, and on refractory prisoners in general, it is necessary that punishment should be inflicted, as a means of reducing them to obedience and maintaining discipline. The choice seems to lie between flogging and semi-starvation, and of these flogging seems to us the more humane and probably the more effective. It may be that a Chinaman does not feel or dread a flogging as much as a European would, but the difference is only one of degree, and the prisoners in Victoria Gaol have after all a wholesome aversion to the rattan.

II.

Our evening contemporary, the *Hongkong Telegraph*, complains that we have done him and his correspondents a gross injustice in our comments on the flogging fatality and that we have endeavoured to stir up public feeling against him by an "apparently

wilful misrepresentation" of the scope and object of his writings "with reference to this unfortunate man, who, for a trifling theft, has been punished with death, and with such a horrible death." The reference is apparently to an article which appeared in this column on Friday last. In that article we did not directly join issue with the *Telegraph* nor make mention of that journal, but our contemporary is correct in assuming that our remarks were inspired by what had appeared in his own columns. There was little or nothing in what our contemporary said that we could directly join issue upon, for the general propositions that flogging should only be administered according to law, that it should be surrounded by close safeguards, and that the men subjected to flogging should thereafter receive such medical attention as they may require, are incontrovertible. But it seemed to us that the general impression likely to be produced on readers at a distance was a false one, and that it was desirable to put forward what we conceived to be a more correct view. That we were not mistaken is, we think, shown by our contemporary's article of Saturday evening, in which we are told that the unfortunate man who died "for a trifling theft has been punished with death, and with such a horrible death." What a picture of the inhuman treatment of prisoners in Victoria Gaol this is likely to conjure up before the mind's eye of the enthusiastic humanitarian thirsting for a new sensation! Presumably this is not the class intended to be indicated when our contemporary tells us, in his previous article, that "the people of England will want to know the why and the wherefore." The reports have already gone to those who will look closely into the affair and have it fully cleared up. But who are the people to whom the reports have already gone? If the reports fall into the hands of sensation mongers, we well know the use that will be made of them and how it will be represented that the man was flogged to death, whereas death resulted from blood poisoning, an accident which may follow upon any injury to the skin, however inflicted. The question is purely a medical one—was the man in a fit state to receive a flogging, and did he receive proper attention after the flogging?—and that, we think, can be sufficiently sifted locally without any appeal to popular and uninstructed opinion at home.

On the general administration of the gaol we agree with our contemporary that a prisoner "has certain clearly defined rights," and we furthermore believe that those rights are most scrupulously respected. Our contemporary, on the other hand, says he has "every reason to believe that men are frequently flogged in the gaol for offences not within the scope of the rules and regulations." That is a very grave charge, which calls for evidence to support it. That mistakes may occasionally be made is very possible; miscarriages of justice are not unknown in courts of law where the trials are conducted in full view of the public and with the assistance of highly trained lawyers; and in all human affairs, however great the care taken to avoid mistakes, mistakes will nevertheless occasionally occur. A mistake has, according to our view, occurred in our contemporary's columns on the present occasion. Wishing to draw attention to a particular case as one calling for investigation, which was quite right, he has represented the discipline of the gaol as being ordinarily characterised by unnecessary cruelty and neglect

of the prisoners' legal rights, which is quite wrong. The truth is that the prisoners in Victoria Gaol are a very well cared for and healthy body of men, well fed and well lodged and not over worked. Our contemporary says that he has always been in favour, and is still in favour, of corporal punishment in fitting cases; that being so the question seems to resolve itself into one of detail, not one of general principles, and any excitation of popular feeling in England on the subject is, we think, to be deprecated. We look to the people to decide great questions of principle in the affairs of the state, but microscopic questions of detail are too small for them to take hold of. The "people of England" may safely leave the administration of Victoria Gaol to local control. Our contemporary some time ago remarked upon the good that might be accomplished by an exchange of views between the different papers upon public questions. It is in that spirit that we have taken up this question, and we trust our contemporary will not construe our remarks into a "wilful misrepresentation of the scope and object of his writings." What we have dealt with is not so much the scope and object of the writings as their probable practical effect, which seems to us to tend towards an unhealthy popular agitation without any sufficient ground or justification.

THE JAPANESE AS COLONISERS.

Perhaps it is too early to pronounce a definite opinion on the subject, but appearances certainly seem to favour the conclusion that the Japanese are less adapted to colonisation than the Chinese. The sons of Han can adapt themselves to all climates and all conditions. They can labour in the temperate climates of Canada and the southern provinces of Australia as well and as successfully as they can in the tin and gold mines of the tropical Malay peninsula and in the tobacco plantations of Sumatra and sugar fields of Demerara. So long as he is permitted a fair field and no favour the Chinese coolie will thrive in almost any part of the globe. Indeed his capacity for flourishing where others would almost starve has led to his exclusion from countries where the Caucasian working man has had to contend against his competition. In the United States and the Australian Colonies the influx of the Chinese was regarded with jealousy and in some cases with alarm lest the yellow element should in time swamp the white and ruling race. It is very doubtful whether there was ever any real cause for this apprehension, for the Chinese when emigrating to distant countries always leave their families behind and hasten back to their own land so soon as they have acquired a little capital. But the American and Australian would not be content until they had legislated in such wise as to almost entirely exclude the Mongolian, who still, however, finds many outlets for his superabundant energies.

The Japanese, until very lately, have paid no attention to this problem, chiefly because they had no appreciable surplus population. Like the French, they not only loved their country but remained in it, and it is only since the rise of their rapidly growing mercantile marine that they have given a thought to emigration. The first movement in this direction was to encourage migration to the Hokkaido in order to promote the development of its resources, but even this project was not very popular, and the great northern island is still very sparsely inhabited, though its productions are now

increasing by degrees. Later on attention was directed to Hawaii as a field for the employment of Japanese labour, and Japanese steamers have in recent years carried a good many thousands of Japanese labourers to Honolulu, where they soon obtained remunerative employment on the sugar plantations, being heartily welcomed there as a set-off to the ever increasing Chinese population. This emigration has proved fairly successful, and large sums have been remitted to Japan by the emigrant labourers. But neither in Loochoo nor in Formosa do the Japanese as yet seem to have made much impression. In the former island no doubt the native population is sufficient for all wants, and beyond the establishment of a few traders and agencies the Japanese have made no effort to overrun the islands, and the natives are left in peace so long as they obey the new laws imposed upon them.

When Japan acquired Formosa much interest was felt as to how she would handle her new possession, what she would do with it. Geographically the island undoubtedly forms a part of the chain of which Yezo and the Kuriles are the northern terminations. The aborigines are, too, allied to the Malayan types found in the Philippines, &c., and from whom the Japanese are believed to have partly sprung. Formosa never was in any sense a Chinese island, but the pirate Koxinga found it a fair and fruitful country, and he succeeded not only in dislodging the Dutch settlers, but he continued to occupy it and bring the western half more or less under cultivation. The malarious swamps of Formosa were no impediments to Chinese colonisation, and as time went on the hardy settlers widened their boundaries and encroached ever more and more on the aboriginal preserves in the hills. The fever was fought by the aid of opium and the aborigines by treachery, and the dogged perseverance of the Celestial bade fair to more or less conquer both, at least to the extent of becoming acclimatized to the one and to effecting the gradual effacement of the other, when the island passed into the hands of Japan. Can the Japanese make a permanent conquest of the island? They have practically subdued the Chinese, and may without any very great strain continue to hold them down. But can they make Formosa a Japanese island, and render it a loyal portion of the Mikado's dominions? It is stated that the climate is already making sad havoc with the few Japanese who have settled in the island, and that the mortality among both civilians and military is very serious. So far, too, there has been no attempt made to promote Japanese trade or industries in Formosa, and, beyond the administration of the Government by Japanese officials, practically no change has occurred either in the north or south of the island. Unless the Japanese agriculturists and mechanics can be induced to emigrate thither until in course of time they outnumber the Chinese there is little prospect of the island becoming Japanese, and if this process cannot be carried out, it is difficult to conceive of this new possession ever proving much of a prize to its new owners.

We alluded, in a recent issue, to a strong revival in the kerosine industry in Echigo province, and we now find a note on the subject in a vernacular contemporary. It appears that the Meiyei Kerosine Company distributed to its shareholders a dividend of 8 yen per share for the half-year ended in March. The sum paid up on each share is 10.40 yen, so that this dividend represents 153.8 per cent. annually.—*Japan Mail*.

THE PAROCHIALISM OF THE COLONIAL OFFICE.

Referring to the ambiguous telegram respecting the Secretary of State's decision as to the appointment of additional unofficial members to the Hongkong Legislative Council, the *Straits Times* says:—"To-day's telegram does not enlighten us as to the tenour of the despatch that has been sent. There can be little or no doubt, however, that the desire of Hongkong for an unofficial majority in the Council will be denied. There are many constitutional reasons, that we have frequently reiterated, which make such a concession impossible from an Imperial point of view. The Colonial Office is Imperial in its policy, not parochial. But Hongkong conceivably may obtain a Municipality." If the colony obtained a municipality it would afford cause for sincere rejoicing, but we fear that is too much to hope for at present. What we wish to draw attention to, however, is our contemporary's peculiar remark that the Colonial Office is Imperial in its policy, "not parochial." A more fallacious statement could hardly be made. The thirst for power and patronage in the Colonial Office, as represented by its permanent officials, leads it to hang on as long as possible to every little rag of parochial authority it ever possessed, and the incumbency of the parochial affairs of the various Crown Colonies with which it concerns itself prevents its taking that broad Imperial view which is so desirable but is so often absent. True Imperialism has nothing to do with parochialism, but the Colonial Office wants to retain in its own hands all parochial powers, thereby diminishing its Imperial usefulness. In Hongkong we cannot even put up a lamp-post without incurring a possible veto from the Colonial Office. There is not much Imperialism about that.

THE QUEEN'S STATUE.

The dissatisfaction with the Queen's statue seems to grow greater in proportion as familiarity with it increases. The statue itself when closely examined seems hardly deserving of the encomiums lavished upon it at first, and it fails in its main purpose of keeping the presentment of the Queen prominently before the people because it is so completely enclosed in a ridiculous canopy that one must go almost up to the steps to see it. At a little distance and from certain points of view it is the canopy alone that is seen and a stranger looking at the singular object would be lost in conjecture as to what it could possibly be. The canopy might come in useful for a drinking fountain or something of that kind, but the sooner it is removed from the Queen's statue the better. It is disappointing to see so much money wasted, but there is no disguising the fact that the canopy is a mistake without a single redeeming feature and that its removal, now that we have got it, would be well worth all the expenditure it would entail. We would then have the statue disclosed to view, and although it falls somewhat short of what was expected, it would nevertheless be a public adornment and would better answer the purpose for which it was erected.

Mr. McLeavy Brown is insisting upon a real control of the department whose supervision he has been charged with in Seoul. The ex-Finance Minister, In Yozen, disapproved the newcomer's methods, and himself came to grief, and now nine subordinates have unwillingly followed their late chief into official exile.—*Hyogo News*.

SUPREME COURT.

10th June.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (ACTING
PUISNE JUDGE.)

HO YUN TIN v. CHEUNG HOI.

The plaintiff claimed \$375 for damage done to his cargo boat by a collision, the result, it was alleged, of the negligence of the defendant.

Mr. C. Ewens appeared for the plaintiff, and Mr. Grist appeared for the defendant.

Mr. Ewens said the plaintiff owned a cargo boat, and on the 28th April he engaged the defendant's steam launch to tow his boat to the steamer *Wuhu*. On the way a steam water boat collided with the cargo boat and damaged it, and plaintiff suffered a loss altogether of \$375. It was not disputed that the plaintiff's cargo boat was towed or that the collision occurred. What was disputed was that the steam launch was to blame, the defendant saying that the water boat alone was to blame. That question of course could only be decided by the evidence.

The plaintiff said he was the owner of cargo boat No. 216. On the 28th April he had to take cargo to the steamer *Wuhu* and he engaged the defendant's launch, *Kwang-choi*, to tow his boat, about 3.30 in the afternoon. The *Wuhu* was lying in Yaumati Bay, and when in tow he noticed a water boat going in the direction of Wanchai. A short distance from the water boat the engines of the tug were stopped, but started again, and the collision then occurred between the cargo boat and the water boat. The bulwarks of the cargo boat and two pieces of timber above them were damaged. The boat builder estimated the damage at \$120, and the remainder of the claim was made up of \$5 a day allowed by Government Regulations, and \$25 which he had to pay for a cargo boat to take his cargo to the *Wuhu*.

Cross-examined by Mr. Grist—The *Wuhu* was lying opposite the Harbour Master's office a long distance away and heading east. The tug started from the Harbour Master's office, and when witness first saw the water boat she was coming round the stern of the *Wuhu* on the port side and steering towards the east. Witness was then on the starboard side of the *Wuhu*. He did not hear the whistle of the tug blown. When the tug stopped steaming she was a distance of two or three launches from the water boat, which also stopped steaming. The engines of both the tug and the water boat were stationary at the same time. After the tug started her engines the water boat went astern and was going astern when the collision occurred. The tug stopped her engines first. The collision was due to the *Kwang-choi* forcing her way across the bow of the water boat. The collision would have been avoided if the *Kwang-choi* had not stopped her engines. He did not know whether there would have been a collision if both boats had gone straight on without stopping the engines. He had been a captain of a junk about twelve months, but did not know that it was the duty of a steam launch which had not a boat in tow to give way to a steam launch which had a boat in tow. The collision would have been avoided if the *Kwang-choi* had passed on the stern of the water boat, which she could have done by changing her course. There was ample room for the *Kwang-choi* to turn round with the cargo boat in tow. The tug's engines did not go astern. The repairs could not have been effected for \$20. The boat was not leaking before the collision.

By his Lordship—When witness first saw the water boat coming round the stern of the *Wuhu* he was a little more than 240 feet away from the *Wuhu*. The water boat did not go forward after she reversed her engines and went astern.

Cheung Ng Tai, the captain of steam water-boat No. 2, belonging to Mr. Kew, spoke to going astern when he saw the *Kwang-choi* and the cargo boat.

For the defence the master of the *Kwang-choi* said he blew his whistle as soon as he saw the water boat. It was impossible for him to avoid the collision without ramming the *Wuhu*. The

damage sustained by the cargo boat was only \$8 or \$10.

Another man on the launch gave corroborative evidence.

Mr. Grist submitted that before the tow could recover from the tug it was necessary to prove that the tow ordered the tug to do certain things and unless some orders were given she had no right of action against the tug at all. Counsel quoted from a case reported in *Marsden* on the law of collision at sea, 2nd edition, page 203, in support of this argument, and said it had been proved that no orders were given from the cargo boat, and it was admitted that the tug could not have avoided the collision.

His Lordship said he was pretty clear about the facts of the case, but two points of law arose. The first was, if a steamship had a vessel in tow and another steamship went across her, which steamship ought to give way? The second question was, under the circumstances, whether a tug was the servant of the tow, so as to prevent the tow recovering against the tug?

Mr. Grist again referred his Lordship to the case he had quoted in reference to the first point.

His Lordship asked Mr. Grist if he had anything to say on the question of having a pilot on board the tow or tug.

Mr. Grist said he would not go into that question. Supposing this was an inevitable accident he referred his Lordship to the case of the *Julia*, reported in *Lushington's* reports, page 231, where it was laid down that "in the event of an inevitable accident pending without anybody being in fault no cause of action can arise." Nobody had any remedy. He asked his Lordship to give judgment for the defendants not only on the point of law but on the point of fact.

Mr. Ewens said the tug was bound to carry out the tow with reasonable skill and ability if there was no pilot on board the tow, and, as he gathered from the perusal of the cases, the tug had the complete disposal of the tow and was bound to exercise due and proper care to avoid a collision, unless, indeed, it could be avoided in an ordinary way by some act of the tow herself. If there was a pilot on board the tow he was in charge, and if he was not it was otherwise. The steamer towing should in no way attempt to cross the bow of a clear steamer. Therefore he submitted that in this case the steam launch did not take sufficient and proper precautions to avoid a collision and the defendant might have avoided the collision by going astern of the water boat.

His Lordship reserved judgment.

11th June.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR DR. CARRINGTON
(CHIEF JUSTICE) AND MR. T. SERCOMBE
SMITH (ACTING PUISNE JUDGE.)LAM SIN SHANG AND ANOTHER, APPELLANTS,
V. P. C. LEONARD, RESPONDENT.

The appellants, who are the Man Fuk Company, the opium farmers, sought to set aside the decision of Mr. T. Sercombe Smith, then Police Magistrate, whereby they were, on the 19th November, fined \$500 for unlawfully moving opium between 7 p.m. and 5 a.m. on the 16th June, 1895, without permission.

Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Denryn), represented the appellants, and Hon. H. E. Pollock (instructed by Mr. Johnson, Crown Solicitor) appeared for the respondent.

The case has been argued both in the Appeal Court and the Police Court on two or three occasions. In the first instance two boatmen were charged at the Police Court, before Hon. H. E. Wodehouse, with unlawfully moving four chests of opium between 7 p.m. and 5 a.m. on the 16th June, 1895, without permission. The opium belonged to the opium farmers and the Magistrate dismissed the charge. The Crown appealed against the decision, which the higher court upheld. The opium farmers were then charged with moving the opium, but this charge was also dismissed by the Magistrate, on the ground that they were not aware of nor had authorised the removal of the opium. The Crown again appealed and the Appeal Court sent the case back to the Magistrate, with the

intimation that there was evidence to support the complaint and that the Magistrate was wrong in holding that the appellants could not be convicted by reason of insufficiency of evidence. The Magistrate, however, had by that time left the colony on leave and the Appeal Court thereupon ordered the case to be entirely re-heard by the Acting Police Magistrate, Mr. T. Sercombe Smith. The case was heard on the 19th November and the opium farmers were fined \$500 and the opium forfeited. It was this decision that the appellants sought to have set aside.

Mr. Francis said the appeal was on a point of law and argued at considerable length that the Magistrate was wrong in convicting the appellants. He had not shown any facts that the appellants allowed the movement of the opium after seven o'clock. The only fact shown was that the appellants in a letter to the Colonial Secretary claimed the opium as their property. The Magistrate did not find as a fact, counsel submitted, as he ought to have found, that the opium was their property, or that the appellants were the owners of the opium either generally or specially. He found that the appellants obtained a permit to move the opium and also that they did not obtain a permit to move after 7 p.m. There was no finding of fact that they were moving the opium themselves or that the persons who were actually moving opium were in their employ at all, and therefore counsel submitted that there were no sufficient facts to justify an adverse decision. There was no evidence at all to show any connection between the appellants and the persons who were actually moving the opium, except that the opium was the same as that in respect of which the permit had been granted authorising the movement up to 7 p.m. and the possession of the particular permit. He quite admitted that if it were shown that the persons in the boat were the servants of the opium farmers there might be some case against the masters, but he submitted that it was not shown in any way that the opium was being moved after the proper hour by the wish or the procurement or the authority of the appellants, supposing they were really the masters. Even assuming they were the masters they could not be convicted unless it was proved that they authorised the movement. There was no evidence that the boatmen had authority to move. They might have stolen the opium, or they might have shifted their position because a wind was coming on, or they might have been going to get water, or changing their anchorage. Their Lordships could not draw inferences in a case of this sort, and even if they had the power there was no evidence from which they could draw the inference that the appellants authorised the men to be in motion after seven o'clock. It was perfectly clear that the opium was being moved, but were the appellants criminally responsible for that movement? Counsel submitted that the conviction ought to be quashed, and quoted cases in support of his contention.

The Acting Attorney-General submitted that the conviction of the Magistrate was right. He thought their Lordships were quite at liberty to draw the inference that the appellants were the owners of the opium at 7.40 p.m. on the 16th June. The opium was at the time being conveyed from Winglok Street to the appellants' factory in Morrison Hill Road and counsel submitted there was quite sufficient evidence to uphold the decision of the Magistrate. He asked their Lordships to hold that the men in the boat were the agents or servants of the appellants, and quoted several cases in support of his contention that the appellants should be held responsible for the acts of the boatmen. If a man put his servant in charge to do certain things the master must be responsible for the illegal acts of that servant.

Mr. Francis replied, and as an instance in support of his argument said that there were two roads leading to the west end of the colony, viz., Queen's Road and the Praya; supposing the Praya was closed and he sent his servant to West Point with instructions to go along Queen's Road, if he went along the Praya and got into trouble with the Police would he (counsel) be responsible?

The Chief Justice, in giving judgment, said

that if this case had been a first impression he would have been inclined to suggest to his learned brother that the right course was to reserve their decision and deliver a considered written judgment; but as a matter of fact the case had virtually been before the Court on two previous occasions and the Court had expressed its opinion on the law of the case and, to some extent, on the facts of the case, and therefore he did not think it would be an advantage to adjourn their decision and give a written judgment. It appeared to him that although the case came before the Court on question of law it really resolved itself into one of evidence—of whether or not the conviction made by the Magistrate was supported by the facts which were before him. In dealing with the question he had regard to the rules laid down in reference to presumptive evidence, and for the purpose of the present case the rules were well stated in a passage in "Archibald's Criminal Pleading and Evidence," page 274 of the last edition. A number of cases illustrating the rules had reference to the recent possession of stolen property, and it was laid down that where a person was found in recent possession of stolen property and was charged with having stolen it or with being in possession of it well knowing it to have been stolen, he was under the obligation to give evidence explaining away the presumption raised against him by his recent possession. If he did not explain, the presumption stood and the jury were entitled to convict upon it; and these were the principles which weighed with him in dealing with this case. This was a case where the presumption was sufficiently strong to warrant the appellants being called upon to give an answer, and they might easily have given that answer and without any trouble if they had liked. They had given no answer and the case stood entirely as given in the special case. His Lordship then reviewed the various stages of the case, and asked what was the fair conclusion or presumption to be drawn from the facts? It seemed to him that they showed that the permit and the four chests of opium were received by the two boatmen from the appellants and there was a fair presumption established by the circumstances under which they were found; and the two things coming together, the opium being there, and the chests of opium corresponding with the permit being there also, and the whole thing taking place on the day mentioned in the permit—it seemed to him that no reasonable man and no jury of sensible men could come to the conclusion that the removal was not taking place by the sanction of the appellants. He thought there was no doubt that the appellants were the owners of the opium and the question arose whether they were liable for the acts of the persons who moved the opium, and in regard to this he thought, as argued by the Attorney-General, that if these men were the agents of the appellants then the agents must be held as acting under the authority of the appellants, although they went further than the appellants intended. If the men had stolen the opium from Winglok Street it would have been easy for the appellants to have proved it, as the opium must have been in the previous possession of someone in Winglok Street. He thought the whole facts raised a presumption of guilt which was sufficient to convict upon and therefore he thought the conviction was rightly held against the appellants, and the decision of the Magistrate would consequently be upheld.

The Acting Puisne Judge, in concurring, said the contention of the appellants had been that the case as stated by the Magistrate did not contain sufficient findings of fact to justify a conviction; that it was not found as a fact that the appellants were the owners of the opium or that they procured the movement of the opium. As both these facts were ingredients of the offence of which the appellants were convicted, it followed that the Magistrate came to the conclusion that such facts followed upon the collateral facts found by him, and it was not necessary in the case stated to set forth those facts, as such facts had formed the premises leading up to the conclusion. He was of opinion that the conviction must stand.

The Acting Attorney-General asked their Lordships to make an order for the appeal to be dismissed with costs, such costs to include

the costs of the last application to the Court on the 23rd October, when costs were reserved.

The Chief Justice made the order asked for and directed the costs to be paid a fortnight after taxation.

June 15th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR DR. CARRINGTON
(CHIEF JUSTICE).

KWONG CHUEN CHEUNG HING KEE FIRM v. LO
NANG KEE FIRM AND LO KIT TING.

The plaintiffs brought an action against the defendants under a writ of foreign attachment to recover \$8,554.

Hon. H. E. Pollock (instructed by Mr. Reece) appeared for the plaintiffs who, he said, obtained a writ of foreign attachment against the defendants on the 18th May, and these proceedings were being taken *ex parte* under the provisions of sub-section 17 of section 82 of the Code of Civil Procedure, Ordinance 13 of 1873. The defendant, Lo Kit Ting, was the sole proprietor of the Lo Nang Kee firm and he absconded from Shanghai on the 14th May and had not returned. Counsel did not propose to go that day into other rival claims or disputes as to the property attached by the plaintiff, but he simply asked his Lordship to give judgment against the defendants. The petition of the plaintiffs set forth that they were merchants and commission agents carrying on business at 3, Bonham Strand West, and that the defendants were, until the 14th May last, carrying on a mercantile business in Shanghai, and Lo Kit Ting was, until he absconded from Shanghai, the manager and sole proprietor of the said firm. It was agreed between the parties that in consideration of the defendant firm sending goods to the plaintiff firm for sale on commission at the rate of two per cent. the plaintiff firm should pay to the defendant firm sums of money equal to or exceeding the value of the goods sent and the plaintiff firm would debit the defendant firm with such payments. The accounts were settled up to the end of last year by the appropriation by the plaintiff of various sums, but after deducting these sums it was found that the defendants owed to the plaintiffs \$8,554, and it was to recover this amount that the action was brought. Tong Yat Shi, the manager of the plaintiff firm, gave evidence in support of counsel's opening statement.

His Lordship gave judgment against the defendants for the full amount with costs and with the usual rate of interest. The question as to how effect could be given to the judgment was one, his Lordship said, which had better be settled in chambers for the purpose of bringing into Court in the proper way and at the proper time the parties who laid claim to the property.

EXTRAORDINARY SCENE IN THE HARBOUR.

TWELVE HUNDRED CASES OF KEROSINE ABLAZE.

THREE LIVES LOST.

16th June.

Residents in the colony yesterday morning witnessed an unprecedented spectacle in the harbour, no fewer than twelve hundred cases containing kerosine, stored on a cargo boat, being ablaze at one time. The sight was a very extraordinary one altogether and those who were fortunate enough to witness it will ever retain it in their memories and doubtless serve it up, perhaps with a little harmless exaggeration, over the tea table when they go home. The fire occurred just before eight o'clock. At that time the German sailing ship *Columbus*, which arrived here from New York on the 25th May, was discharging her cargo of kerosine. She was, of course, in the kerosine anchorage, and there were two first class cargo boats, Nos. 69 and 114, alongside, and boat No. 69 was being filled first with cases of kerosine, which were being unloaded by Messrs. Jardine, Matheson and Co. for the Standard Oil Company. When about twelve hundred cases had been discharged into the boat there was a sudden

burst of flame, a general helter-skelter of the occupants from the boat, much shouting and screaming, and the firing of the alarm from the sailing ship. The occupants of the boat were terribly excited and in their anxiety to flee from the burning deck they jumped into the water, being picked up by the other cargo boat, which immediately scooted off out of danger. The flames shot all over the boat in the twinkling of an eye and there was, in much less time than it takes to write it, a huge, fierce fire blazing, while a tremendous column of dense, black smoke ascended from the burning boat, indicating to everybody looking towards the harbour that something unusual was happening; such a column of smoke as that never was emitted from the funnel of a steamer. It fortunately happened that Inspector Hanson and a party of police were at the time returning in No. 3 police pinnace from East Point, having been attending the funeral of Inspector Moffat, and as soon as they saw the thick smoke towering to the skies the course of the launch was changed and they proceeded with all possible speed to the scene. Mr. Lethbridge, Acting Superintendent of the Fire Brigade, and a number of firemen, with that promptitude which never fails them, also turned out, together with the floating fire engine, and to this efficient staff were added two or three crews from men-of-war in the harbour, who were dispatched to render whatever assistance they could. Of course it would have been perfectly futile to try to subdue the flames on the cargo boat, and so energetic measures were taken to save the sailing ship. The fire had quickly spread to the vessel and her starboard side was soon ablaze. As soon as possible the crew, who behaved with great coolness, cut the cargo boat away from the side and directed their efforts to extinguishing the flames on the ship. Very fortunately they and the firemen who assisted them were successful, but so fiercely did the fire rage that the wood work was charred to the thickness of one inch and the awnings and part of the rigging were also destroyed. The damage to the ship was quite bad enough, but it is difficult to say what would have happened had the fire not been subdued so speedily. There were about five thousand cases of kerosine still on board, and it is safe to assume that if one of them had been touched by the fire the whole ship would have been almost instantly in flames. While the firemen were playing on the ship's side the police pinnace and the launch from the Harbour Master's office were engaged in dealing with the burning cargo boat. This was by no means an easy task. A floating furnace such as the cargo boat presented formed rather a formidable object to treat with and the utmost care had to be exercised. The heat was of course very intense and it was extremely difficult to get a line fastened on to the boat, but she was in a comparatively short time towed clear of the ship, although, owing to her helm being pulled round, she described eccentric figures, and so added to the irksomeness of the work. Eventually she was steered towards Hongham and it was indeed a unique sight to see this immense mass of flames, apparently starting from the water's edge, and sending forth a monster tower of smoke which ascended almost perpendicularly to the heavens, being slowly towed away from all the shipping and to a part of the harbour where she could be beached and where the spirited life of the flames could gradually die away. She was run on to some rocks in Hongham Bay by about half-past ten, but it was not until this morning that the fire had eaten its way through the whole of the cargo. It was rumoured that a child was burnt to death in the boat and Inspector Hanson at once made inquiries, but as he was unable to find the papers belonging to the boat during the afternoon he could not ascertain whether there was any ground for the report. Soon after the fire broke out a couple of pigs, imprisoned in a pen on the boat, were heard squealing with all their might and as they stopped their noise two or three minutes afterwards it is a reasonable conjecture that they perished, but, unlike the roast pigs in Lamb's dissertation, without affording anyone the opportunity of making any wonderful invention. It should be stated that it is probable we owe this extraordinary fire to the marvellous ingenuity of a Chinaman who thought he would

try the effects of burning joss paper near to the kerosine cases. The cargo was insured, but no local companies are affected. Fortunately it is many years since a big kerosine fire occurred in the colony and that was not in the harbour. About fourteen or fifteen years ago thirty thousand cases of kerosine were burnt at Wanchai and on that occasion the fire lasted over two days and at the time caused considerable excitement.

17th June.

It has unfortunately been established that three lives were lost in the fire on cargo boat No. 69 on Monday. The police heard a rumour during the morning that a child had been burnt to death, but it was impossible, in the absence of the parties immediately interested, to ascertain if this story were correct. Yesterday morning, however, the cargo boat No. 114, which had taken off those occupants of the burnt boat who had saved themselves by jumping into the sea, was found by the police at Hongham and the master of boat No. 69 was then on board. He was taken to the police station and questioned by Inspector Hanson, and he not only verified the accuracy of the first rumour, but proved that altogether three lives were lost. He stated that he was engaged in stacking cargo when he noticed smoke issuing from the after part of the boat. At that time his daughter, seven years of age, his son, four years of age, and his tallyman were in the cabin, and he knew that the tallyman was smoking opium. As soon as he saw the smoke he left the space reserved for the cargo and was going aft when there was an explosion and the after deck was splintered. Altogether there were ten persons in the boat, and all, with the exception of the three in the cabin, jumped overboard; his wife, who had a child on her back, being one of the first to get clear. The other cargo boat picked them up and they went away, the master not indicating by any act or word that two of his children and the tallyman were being left behind in the cabin to suffer the horrible fate of being roasted to death. Indeed the master must be said to have behaved in a callously cruel manner. If he had shouted out—and there were plenty of people near who could have heard him—or indicated in any way that there yet remained three persons on the boat, two of them being his own children, desperate efforts would have been made by the police to rescue the victims. But no, the master did not utter a single word about those three poor souls who were still left on board and who, let us hope, were soon put out of their awful misery. The brutal fellow's one thought was of his own safety. When asked why he had displayed such stubborn indifference to the fate of the two children he said to Inspector Hanson, "Well, I knew you could not do anything." And so it happened that the police were in total ignorance that there was anyone remaining on board, and it was not until sometime afterwards that they were casually informed of the possibility of one child having been burnt to death. If the police had been told by the master or by anyone else that there were people on board that burning boat hatchets would have soon ripped open the stern and many willing hands would have tried their utmost to rescue the victims, remote as success would have appeared. Some of the people who were saved did not escape without injury. The master was burnt on the face and on one foot, a foki's nose was tipped with the fire, and a third man had part of his body slightly burnt. The master says he does not know what caused the fire and that there was no burning of joss paper, but it is a reasonable supposition that the outbreak was caused by the carelessness of the opium smoker. Some of the tins were, according to the master's story, leaking; and this no doubt was the reason why the flames shot all over the boat so rapidly. After the boat was beached at Hongham she was made fast by means of an iron chain and a rope. During the night a Chinaman cut the rope, which was fixed round a boulder. He was fortunately caught and yesterday Hon. Commander Hastings sent him to gaol for twenty-one days' hard labour.

PRESENTATION TO DR. MARQUES.

On the 9th June the following letter was forwarded to Dr. Marques by the members of the Hongkong Police Force and the Magistracy and Supreme Court staff:—

Hongkong, 8th June, 1896.

To Dr. E. Pereira Marques, Fellow of the Royal Academy of Medicine in Ireland, Member of the Royal College of Physicians, &c., &c., &c.

Sir,—It having come to our knowledge that you have retired from the Public Service, on a well-earned pension, we, the undersigned, on behalf of the members of the Hongkong Police Force and ourselves individually, desire to convey to you our best and sincerest thanks for the unfailing kindness, promptitude, and skilfulness with which you have attended us whenever we had occasion to seek your professional assistance; and we avail of this opportunity to ask your acceptance of the small souvenir which accompanies this letter, as a token of the high esteem in which you are held by us for your sterling qualities, both as a professional man and private individual.

In conclusion, we wish you long life, good health, and every success in your practice, and to express the hope that we may still have you amongst us for many years to come.—We have the honour to be, sir, your most obedient servants and sincere friends,

(Here follow names.)

The souvenir is a handsome, massive, embossed silver bowl, of Chinese workmanship, on a black-wood carved stand, and bears the following inscription:—

To Dr. L. P. Marques, Fellow of the Royal Academy of Medicine in Ireland, Member of the Royal College of Physicians, Fellow of the Royal Geographical Society of Lisbon, Member of the Franco-Hispano-Portuguese Academy of Toulouse, &c., &c., &c., from the Members of the Hongkong Police Force, Magistracy, and Supreme Court Staff, as a token of esteem on his retirement from the Public Service on pension.

Hongkong, June, 1896.

DEATH OF INSPECTOR MOFFATT FROM PLAGUE.

We regret to announce the death from bubonic plague of Inspector Moffatt, one of the Sanitary Board Inspectors. Moffatt had been in the service of the Board about three years and for the past week has been ailing and it was thought he was suffering from malarial fever. He was taken to the Government Civil Hospital and on Saturday morning the doctors diagnosed his case as one of bubonic plague and he was thereupon moved to the Kennedytown Hospital, where he died on the morning of the 15th June at 5 o'clock. There can be no doubt that he contracted the disease in the performance of his duties, as a few days ago he removed a body which was very decomposed, and which had perhaps died from plague. As one of the Sanitary Board head officials remarked on hearing of Moffatt's death, "he was wounded in the field of battle and died from his wounds."

THE "MARIA RICKMERS."

On the 12th June a large number of ladies and gentlemen visited the new steamer *Maria Rickmers* (Captain Berg) by invitation of Messrs. Arnhold, Karberg and Co., the agents for Messrs. Rickmers, of Bremen. The *Maria Rickmers*, the first of three new vessels built for the Rickmers line between Europe and the Far East, is a finely modelled steamer of about 5,000 tons register, and when she left Hamburg had about 9,300 tons general cargo on board. She is 427 feet long, 50 feet 6 in. wide, and 30 ft. 6 in. moulded depth. She has a large poop, and a most capacious bridge house 100 ft. long. The poop as well as the bridge house are to be used for cargo and stowage passengers or pilgrims, being well ventilated with a good number of sidelights. These cargo spaces can also be used most advantageously for descriptions of freight which have to be separated from the other portion of the cargo, and may therefore be used with advantage for camphor and similar produce.

The officers, engineers, and spare staterooms for about 12 passengers, and the saloon, are in a steel house built on top of the bridge deck. On the top of this house is placed the chart and wheel house and a room for the use of the captain. The deck of this steel house reaches from side to side of the vessel, so that the passengers are fully protected deck against the sun or rain. Special attention has been paid to the loading and discharging arrangements, nine powerful steam winches and nine steel derricks being fitted on deck to lift heavy loads. The steam steering gear is at the after end of the engine room and is controlled by a wheel from the steering house on the bridge forward. A powerful screw gear is placed at the after end of the poop. Water ballast is carried in a cellular double bottom from stem to stern. The vessel is fore and aft schooner rigged with pole masts. On the upper bridge deck are four large boats, the two life-boats being of seamless steel, as is the case in all the other steamers recently built for Messrs. Rickmers. The *Maria Rickmers* has a graceful clipper-stem with a well-carved figure-head, modelled by the celebrated sculptor Mr. Arthur Fitger, of Bremen. Steam is supplied for the triple-expansion engine by four multitubular boilers, working at 180 lbs. pressure, and all the most modern improvements in propelling machinery are fitted, including a patent ash ejector, by which all the ashes are blown overboard through a pipe instead of the old hoisting gear. Another novelty is the arrangement of the watertight doors. This is an invention of the superintending engineer of Messrs. Rickmers, and is so arranged that the commanding officer at the bridge can at any moment, by simply turning a tiller, shut all watertight doors at once, without any further assistance. This invention will especially prove very useful for passenger steamers. That everyone who visited the ship yesterday was well pleased goes without saying. The guests were very handsomely treated, the refreshments being supplied with boundless liberality, and everything was done to make the visit as enjoyable as possible. The steamer was prettily decorated and the band of the Hongkong Regiment played many excellent selections of music. The ceremony was exceedingly interesting and most of the guests showed a distinct reluctance to leave this very fine vessel.

THE HONGKONG ELECTRIC CO., LIMITED.

The following is the report of the Board of Directors to the seventh ordinary yearly meeting of shareholders to be held at the Company's offices, No. 27, Queen's Road, at noon, on Saturday, 20th June:—

Gentlemen,—In submitting the accompanying statement of the Company's accounts for the year ending 30th April, 1896, your directors are pleased to be able to point to the continued increase in the earnings, and they can now congratulate shareholders on the Company at last attaining a dividend-paying basis.

After deducting directors' fees, \$2,000, there is left an amount of \$30,119.23 available for appropriation, and your directors recommend that this be disposed of as follows:—

To pay a dividend of 5 per cent., say 40	
cents per share	\$12,000.00
To write off plant account for depreciation	10,000.00
To carry forward to next account	8,119.23

\$30,119.23

The manager's report annexed gives particulars of the number of arc and incandescent lamps installed during the year.

The shares previously forfeited for non-payment of calls have all been disposed of at a satisfactory price.

DIRECTORS.

Hon. C. P. Chater and Hon. J. J. Bell-Irving retire, by rotation, but being eligible offer themselves for re-election.

AUDITORS.

The accounts have been audited by Mr. G. Stewart and Mr. A. Coutts (in place of Mr. J. C. Peter, at present absent from the colony). Messrs. Stewart and Peter offer themselves for re-election.

H. L. DALEYMPLE,
Chairman.

Hongkong, 8th June, 1896.

STATEMENT OF ACCOUNTS TO APRIL 30TH, 1896.

LIABILITIES.		\$	c.
Capital:—			
50,000 shares each \$8 paid-up	240,000.00		
Bills payable	6,846.31		
Sundry creditors	4,777.78		
Suspense account	20.00		
Balance of profit and loss account	32,119.23		
	\$283,763.32		

ASSETS.		\$	c.
Plant, cost of as per last account..	\$179,158.60		
Less amount provided for depreciation	10,000.00		
	169,158.60		
Cost of plant since added.....	10,240.98		
	179,399.58		
Property, cost of land and buildings	60,607.35		
Installation material, stock of.....	17,137.98		
Stores and coal, stock of	5,620.23		
Tools, &c., on hand	1,519.55		
Furniture, cost of	551.10		
Insurance, value of unexpired portions of policies	100.00		
Sundry debtors	8,305.91		
Hongkong and Shanghai Bank, cash with	10,521.62		
	\$283,763.32		

WORKING ACCOUNT.		\$	c.
Dr.			
To salaries and wages	18,593.08		
To coal	11,202.57		
To installation material	9,872.16		
To stores	5,579.78		
To office expenses	2,000.00		
To rent and taxes	1,317.38		
To charges	1,265.48		
To repairs	775.03		
To insurance	369.75		
To stationery	226.55		
To tools	145.38		
To auditors' fees	100.00		
To medical attendance	75.00		
To bad debts	73.72		
To amount carried to profit and loss account	24,093.92		
	\$75,196.76		

Cr.		\$	c.
By gross earnings of the Company	74,334.96		
By interest	816.30		
By scrip and transfer fees	39.50		
	\$75,190.76		

PROFIT AND LOSS ACCOUNT.		\$	c.
Dr.			
To amount carried forward to next account	32,119.23		
	\$32,119.23		
Cr.			
By amount brought forward from last account	\$16,106.82		
Less amount provided for depreciation of plant	10,000.00		
	6,106.82		
By balance of working account brought down	24,093.92		
By profit on sale of forfeited shares	1,918.49		
	\$32,119.23		

MANAGER'S REPORT.

Hongkong, 1st June, 1896.

To the Directors of the Hongkong Electric Company, Limited.

Gentlemen,—As stated in my last report the number of incandescent lamps installed and connected on the 30th April, 1895, was about 2,300, equivalent to 3,740 lamps of 8-candle power.

I now have to report that the number of lamps installed and connected to the Company's mains on the 30th April, 1896, amounted to 3,070, equivalent to about 5,150 lamps of 8-candle power.

In addition to the 75 arc lamps supplied to the Government for street lighting, 7 arc lamps have been erected for lighting H. M. Naval Yard, but these were not brought into use until the 1st May, 1896.

The plant and machinery have been maintained in good working order.—I remain, gentlemen, your obedient servant,

W. H. WICKHAM,
Manager.

It is reported that the Royal Dutch Oil Company, producers of the well-known Crown Langkat Oil, has declared a dividend for 1895 of 44 per cent. Shares have hence risen to over 500 per cent. premium.

THE SHERIDAN CONSOLIDATED MINING AND MILLING COMPANY, LIMITED.

The adjourned fourth annual general meeting of this Company was held at the Shanghai Club on the 2nd June. Mr. Alex. McLeod presided and shareholders representing 5,498 shares were present. The notice convening the meeting having been read by Mr. T. Wood, the Secretary.

The Chairman said that although they could not congratulate themselves upon the report being a very brilliant one, still it showed a very great improvement upon that of last year. On turning to the working account it would be seen that the charges for conducting the business of the Company had decreased by something like Tls. 9,150. In 1894 they amounted to Tls. 44,485, and in 1895, Tls. 35,111. The fire insurance had been reduced from Tls. 2,800 to Tls. 1,770, and there had been another large saving in taxes, which had been reduced from Tls. 9,422 in 1894 to Tls. 5,368 in 1895. The interest account was larger, but it included the full payment of the debenture interest and also some rather heavy charges which the Smuggler Co. had disbursed for the Company, and which had to be liquidated. The receipts showed an excess of Tls. 12,100 odd, Tls. 7,800 arising from tolls from the Humbolt and sale of supplies. The royalty was nearly Tls. 670 more, and exchange account showed a credit of Tls. 3,600, as against a debit balance in 1894. The result of the whole year's working was that in place of the excessive debit balance of Tls. 25,800 in 1894, at the end of 1895 there was only a small balance of Tls. 4,500 to the bad to write off. That amount included two payments which they would not during the current year be called upon to meet; there was a sum of Tls. 2,700 which they paid the estate of the late Mr. Waters on account of a promissory note he held of the Company's, and without in any way jeopardising the interests of the Company they had been able to dispense with the services of Mr. Akers, who had been receiving a salary of G. \$3,000 a year, so that, although the prospects were not brilliant, they were encouraging, and the directors looked forward to being able to show something to the good instead of a debit balance at the end of the present year. The advices from Mr. Porter—who had kindly consented to look after their interests in America without remuneration—were that everything was going on satisfactorily, and he looked forward to paying the Company a considerably larger royalty this year than last. If any shareholders had any questions to ask he (the Chairman) would be pleased to answer them.

Mr. A. J. How said he thought the Chairman would have given some particulars with regard to the lease the Company had made with the Smuggler Company, which he believed took effect from the 1st of June this year, for five years. As far as one could judge from the details in the accounts it would seem to give comparatively insignificant results for the benefit of Sheridan shareholders. He had the very highest respect for the gentlemen managing the Smuggler Company, but an examination of the accounts would show what a very insignificant sum the Smuggler Company paid for what was still a very valuable property. Valuing the property at \$400,000, and taking the royalty paid as Tls. 18,000 and deducting the taxes of Tls. 5,000, and fire insurance, it gave a return to the shareholders of about 3 per cent. The Smuggler Company also had the use, free of cost, of the mill, which cost about G. \$150,000, and it seemed strange that they should not pay the insurance on it. No doubt the directors were doing their best, but for all that the position was a very unsatisfactory one.

The Chairman quite agreed that the position was not a pleasant one, and he was sorry Mr. How had not suggested some means by which better arrangements could be made. The Smuggler Company said they had spent an enormous amount of money in improvements and repairs, which, if they did not buy the property, the Sheridan shareholders would get the benefit of. If anybody offered Tls. 400,000 for the mine he should be inclined to accept the offer, but at present there did not seem a prospect of

that. He proposed that the report and accounts, as presented, be accepted and passed.

Mr. E. J. Hogg seconded, and the resolution was unanimously carried.

Upon the proposition of Mr. Kinnear, seconded by Mr. J. M. Ringer, the following were re-elected as directors: Messrs. G. J. Morrison, A. McLeod, G. Galles, E. J. Hogg, and J. D. Thorburn.

At the instance of Mr. C. J. Dudgeon, seconded by Mr. J. Buchanan, Mr. G. W. Noël was re-elected auditor.

The proceedings then terminated.

The following is the directors' report:—

The directors, in presenting their report, for 1895, are pleased to be able to say that there is some improvement in the position of the Company's affairs as compared with the previous year. Good work has been done at the mines, and both Mr. J. A. Porter and Mr. W. A. Akers report favourably upon the prospects for the future, though the low price of silver necessarily continues to tell heavily against all silver mining companies.

The Smuggler Union Co. remitted in due course the money required for interest on loans and debentures for last year, and this has been paid in full. Royalty for the year, which was paid at the rate of 7½ per cent. on net earnings, the price of silver having ranged under 70 cents per oz., amounts to Tls. 18,678.17, against last year Tls. 18,013.84.

A new lease has been made to the Smuggler Union Mining Co. for five years from the 1st day of June, 1896, with a sliding scale for royalty regulated by the market price of silver.

The agreement with Mr. W. A. Akers, the Company's manager, terminated on the 31st December, 1895, and Mr. J. A. Porter, President of the Smuggler Union Mining Co., has kindly undertaken to protect the Company's interests in America.

The directors all retire at the general meeting in accordance with the articles of association.

Mr. Geo. Noel having left Shanghai for England, the accounts have been audited by Mr. John Graham. Mr. Noel offers himself for re-election.

A. McLEOD,
Acting Chairman.

THE KOWLOON CUSTOMS REPORT FOR THE YEAR 1895.

The following is the report of Mr. H. M. Hillier, Commissioner of Customs, on the trade of Kowloon last year:—

LOCAL.

The aggregate value of the trade passing through the Kowloon Stations during 1895 was very considerably in excess of the total for the year preceding. The figures for 1895 are Hk. Tls. 50,385,194, as compared with Hk. Tls. 40,687,681, a difference of Hk. Tls. 9,697,513, or nearly 24 per cent. Of this, the greatest proportion, some 6½ millions of taels, is attributable to foreign importations; but a closer examination of the returns reveals the fact, not altogether welcome, that upwards of 4½ millions of taels represent the value of foreign rice; imported to replace short crops. Native exports come next, with an increase of about 3 millions; and native imports show an improvement of something under half a million of taels. Prices of both native and foreign goods have generally ruled higher, and this will have to be allowed for in weighing the importance of the figures; but when all allowances are made, there remains an improvement, which adds to the confirmation of the general opinion that the year has been one of greater prosperity to the merchant. An event which caused considerable sensation at the time was the strike of coolies in Hongkong, in consequence of the enforcement of the registration of coolie lodging-houses. On the 28th March some 3,000 men went on strike and remained idle for about a week, with serious detriment to the discharge and shipment of cargo by foreign vessels in Hongkong, and doubtless indirectly influencing the junk traffic besides—as, for instance, when one shipload of kerosene was lost to the market by being taken to Japan, its discharge being impossible in Hongkong. The long drought caused a failure of the rice crops, an alarming scarcity of water, and, it is supposed, brought about a severe epidemic of fever of a malarious type, which prevailed during the latter half of the year, claiming a great many victims among the natives and causing serious illness, at least, to several foreigners.

REVENUE.

The total collection under all heads shows an increase of Tls. 48,453, the net result of the following figures:—

Increase.	
Export duty (excluding opium)...	Tls. m.c.c. 380.5.6.6
Import likin (excluding opium)...	12,065.5.5.2
Export likin	6,567.6.8.5
Import Ching-fei (chiefly kerosine oil)	57,949.2.9.9
	Tls. 76,963.1.0.2
Decrease.	
Import duty (exclusive of opium)	Tls. m.c.c. 16,336.1.9.7
Opium duty	3,320.0.2.5
Opium likin	8,853.4.0.0
	Tls. 28,509.6.2.2
Net increase	Tls. 48,453.4.8.0

The whole amount collected was Tls. 542,560, in addition to which Tls. 16,797 were received for the granary tax on rice and paddy exported abroad. The doubling of the Ching-fei tax on kerosine, which took effect from the 15th February, added some Tls. 44,000 to the revenue under that head, though it doubtless helped to bring about a diminished importation of the oil. With the increased value of the import trade, the decreased import duty can only be explained on the supposition that the trade has trended more to Canton; the goods bound there by junk pay likin only at Capsuimoon and duty at their destination. The increase of likin supports this explanation. The imported rice, above referred to, pays no duty, though of course it swells the value of trade.

FOREIGN TRADE.

Imports.—Cotton piece goods show an improvement of some 7,000 pieces over the preceding year's importations of 33,000 pieces, shirtings (white, dyed, and figured), chintzes, Italians, and cambrics being the kinds increased, while grey shirtings and T-cloths have slightly fallen off. Indian cotton yarn has jumped from 381 to 44,884 piculs, the largest year's importation by junks on record. The bulk of this trade has been and is still done by steamers, being largely the monopoly of a Canton syndicate. A rise in steamer freight and some modification of the tax levied on junk-borne yarn in Canton is said to be the cause of the diversion of a good share of this business from steamers to junks, but it is also asserted that the high price of foreign piece goods has stimulated the weaving industry in the interior of China. Looms have grown in number and with them the demand for yarn. The imports of yarn by steamer to Canton are, I am informed, about 36,423 piculs short of the total for the previous year, so that the result of the combined trade is an increase of some 8,080 piculs. Woollens show only a slight advance, an increased import of Spanish stripes being nearly balanced by short imports of other kinds. In metals, all kinds of manufactured iron have improved, and, with the exception of nailrod, have reached the highest figures recorded. Pig and kentledge continue the decline which has marked their import for some years. Lead in pigs has risen from 37,000 to 42,000 piculs. Kerosine oil fell off by nearly 3,000,000 gallons, the loss being chiefly in the American product. At the end of 1894 the prospect of a heavy addition of likin and Ching-fei caused large consignments of the Russian tank oil to be poured into the Kwangtung province and brought about an increase in the importations of that year of 3,660,000 gallons, compensated in 1895 by a falling off of a quantity almost identical, but of American origin. Short arrivals of American oil and high prices have no doubt assisted in pushing the Russian oil at the expense of its rival. Some 700,000 gallons of the whole quantity imported came from Sumatra and found a ready sale at about the price of the Russian oil. It now appears for the first time in the annual returns of this port. Matches have receded by 20,000 gross. The imports of rice and paddy are nearly twice those of the previous year, the arrivals of the former amounting to over 6,000,000 piculs, being the heaviest on record. This large importation is attributed to the drought which

prevailed during the year and, it is said, caused almost a complete failure of both crops of rice in the two Kwang provinces. Most of the rice above mentioned comes from Siam and Annam by steamer to Hongkong, where it is transhipped into the junks which convey it to Canton for further transshipment into boats suitable for the inland waters.

Exports.—Bricks have nearly doubled in quantity, owing to the activity of building operations in Hongkong, which the plague of the previous year almost brought to a standstill. Other building materials, such as lime, timber, poles, etc., show a corresponding improvement. Cassia lignea, palm-leaf fans, and fire-crackers increased in response to a demand from America. The establishment of a feather-cleaning factory in Hongkong has stimulated the export of feathers. A greater consumption of fire-crackers, second quality paper, and joss paper is said to be the consequence of more frequent and abundant devotional offerings to obtain immunity from the plague. The larger export of tea is probably a mere transfer of the trade from steamers. Native tobacco leaf is reaping the benefit of cheap silver and replacing the foreign article in the manufacture of cigars and cigarettes for native smokers. A decrease appears in the export of cuttle-fish, owing to Japanese competition, absent in 1894; in rice, due to the demand in China; in raw silk, on account of the shortness of the crop; and in sugar from the Lei-chou district, in consequence of good prices offering and the greater speed and safety of steamers, to which the trade was partly diverted.

Re-exports.—Nil.

COAST TRADE.

Original Shipments Coastwise.—Nil.
Coastwise Arrivals (i.e., produce exchanged between Chinese ports via the Kowloon Stations.)—The trade in dried and salt fish resulted in the movement of 52,236 piculs, nearly treble the amount of 1894, and more than five times that of previous records. Grass and straw bags rose from about 7,000 to 135,000 pieces. Traffic in salt, mentioned in the 1894 report, has fallen off but little. Other items show no change of importance. The value of this business was some Hk.Tls. 400,000 in excess of the preceding year's figures, more than half the increase being attributable to the above-mentioned trade in dried and salt fish.

Hongkong-Macao Trade via Changchow and Capsuimoon.—The value of merchandise transported by junks from Hongkong to Macao has fallen off to the extent of over half a million taels, or about 18.7 per cent.; that from Macao to Hongkong has also declined, by over Hk.Tls. 175,000, or 15.4 per cent. It seems improbable that with the general improvement in the year's trade there should be an actual falling off in that between the two colonies, and it is likely that the decrease above mentioned merely represents a transfer from junk to steamer, though no figures are procurable. Four launches have been actually employed but only two regularly, as compared with seven during the previous year. The junks were 1,641, against 1,803 in the preceding year. Of the goods from Hongkong and Macao there is an increase in white and dyed shirtings and cotton yarn, in manufactured iron, raisins, betel-nuts, china-ware, raw cotton, dried fish, medicines, rattans, and ground-nut oil; while a decline is shown in almost everything else, the heaviest being in grey shirtings, T-cloths, lead, yellow metal, beans, indigo, kerosine oil, rice, sugar, and timber. The amount of American kerosine carried was less by about two-thirds, or 461,000 gallons, and of Russian, 12,000 gallons. Among the articles brought from Macao the most conspicuous deficiencies are in gunny and straw bags, packing mats, brassware, preserved eggs, palm-leaf fans, tea, and sugar; while fire-crackers, joss sticks, straw mats, ground-nut oil, rice, and timber improved.

INLAND TRANSIT.

Nil.

SHIPPING.

The number of steam-launches entered and cleared at Chinese Kowloon, which includes the stations both at the east and west sides of the peninsula, was only 7,368, as compared with 10,523 in the previous year. This decrease is scarcely regrettable, as it is the result of the

maintenance of the restrictions against gambling mentioned in the report for 1894. Of junks passing through the stations, inwards, with cargo there were 4,785 more; but those in ballast were 258 less, than in the preceding year. The total number passing outwards with cargo was 2,716 greater, and those in ballast were more by 1,838. Junks inwards and outwards together represent an increase of nearly 15 per cent. There passed through Changchow Station en route to Hongkong one junk from Annam and one from Siam, while three junks departed for Annam and one for Singapore.

PASSENGER TRAFFIC.

The total number of passengers passing inwards through Customs Station was 361,324, a decrease of 227,543; outwards, the number was 332,341, a falling off of 227,501. In both cases, it will be seen, the decline is almost entirely in the Kowloon traffic, and practically represents the loss of custom to the place as a result of closing the gambling-houses, a loss which has been bewailed by the interested persons. Fugitives from the plague in the summer and their return to the colony on its cessation also swelled to some extent the passenger statistics during 1894. The figures now reached appear to be about normal, as will be seen on reference to the statistics for years antecedent to 1892.

TREASURE.

Nil.

OPIUM.

Foreign.—The quantity of opium—530 piculs—brought to the Stations of the Kowloon Customs for examination is below the previous year's total by 111 piculs, or more than 17 per cent. The decrease is common to all the places usually supplied, with the exception of Shanmi, in the Hoifung district, and Changchow, in the district of Sanon. Importations via the Kowloon Stations for the years 1888-95 have been as follows:—

1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
2,851	2,453	1,810	1,447	961	918	641	590

The importation of foreign opium into Hongkong during the year is the lowest recorded since 1888. The total—36,609½ chests—falls short of that for 1894 by 4,968½ chests. The following summary gives the figures for each year since 1898:—

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.
71,513	67,430	62,464	58,419	56,884	59,008	41,578	38,004

High prices ruled for Bengal opium in January, in consequence of reports from India that the touch of the new Patna was inferior. In February, however, new Patna reached \$905 and then collapsed in sympathy with the Indian market, falling as low as \$685. There was a brisker demand towards the end of the year, when the closing quotation was about \$750, and for Benares \$732 to \$737. The market for Malwa was not so fluctuating, and though the price fell to \$680 in June, it stiffened towards the end of the year, with prices varying from \$710 to \$740. The market for Persian was practically inanimate, owing to the uncertainty of affairs in Formosa.

Native.—Very little native opium comes under the cognizance of the Kowloon Customs. It travels overland and is spread by interior routes. 174 piculs of Szechuen opium, covered by Ichang documents, reported at Capsuimoon Station, is our only record, and was said to be part of a larger shipment brought by steamer to Canton. With the steady annual increase in the price of the foreign drug, and the average quotations in 1895 indicate a rise of over 10 per cent., the way is paved for the successful competition of the native drug, which has no doubt fully supplied the deficiency in foreign opium reported in this and so many previous years.

MISCELLANEOUS.

The net value of the trade for the year is shown below:—

	Hk. Tls.
Foreign imports from Hongkong	21,585,595
Native imports from Hongkong	3,455,730
Native imports, China to China	2,665,779
	Hk. Tls.
Exports to Hongkong	22,678,090
Exports, Hongkong to Macao	2,429,431
Exports, Macao to Hongkong	964,294

CANTON CUSTOMS REPORT FOR 1895.

The following is the report on the trade of Canton for 1895 by Mr. Farago, Commissioner of Customs:—

LOCAL.

The value of the trade of Canton in 1895 is represented by 50 million taels, an advance of 5 million taels on the 1894 total. Whether this be a sign of increasing prosperity or of higher prices produced by the disturbed relation of silver to gold is a matter difficult to adjudge: a brief study of the statistics would seem to denote elements in favour of both. Local products in general appear at enhanced values, more particularly for articles of international mark than for those of domestic note; nor is evidence wanting of their increased shipment abroad. Goods of foreign origin show an equal advance in the figures for both quantity and value. The great fall observable in one or two important commodities is but an indication of a change in the habits or tastes of the people. The political state of affairs in the province was not favourable to the progress of trade. After the advent of peace a feeling of dissatisfaction prevailed, and public security never was in a worse condition. Piracy and brigandage were of common occurrence at the very doors of the city, to suppress which it became necessary to appeal to the patriotism of the people. The record of public health for the year is good, a recurrence of the plague being spared to the district, notwithstanding the abnormal state of the weather, which remained fine throughout the rainy season. The absence of sufficient moisture was of course a calamity to agricultural interests. Rice and other foodstuffs had been harvested with miserable results, requiring the provision of foreign grain in unusually large quantities. Speaking generally, although there must have been disappointments, 1895 should be regarded as a comparatively good year commercially, and there is every indication of better prospects in 1896.

REVENUE.

Hk. Tls. 1,750,388 have been collected, against Hk. Tls. 1,852,997 in the preceding year. The loss is accounted for by the heavy fall in opium, producing a difference so great as to render adjustment more than difficult by gains on articles taxed in a manner excluding comparison. The receipts from imports and tonnage dues are the best on record. Under exports the amount received is the highest during the last three years, while coast trade duty has considerably receded.

FOREIGN TRADE.

Imports.—A glance through the list of cotton goods admits of two conclusions: the first, a steady growth in the various fabrics, and the second, a significant drop in Indian yarn. The increase is satisfactory to contemplate and does not need comment, but the decrease requires explanation. Business in cotton yarn is conducted by a combination of native dealers, for the purpose of ruling the market in and about Canton, who have the exclusive enjoyment of certain privileges at the hands of the likin authorities. Their profits, however, are so sharply drawn as to feel the least disturbance in existing conditions; and an event bringing about that result came to pass when in the early part of the year the steamer lines formed a combination with the object of raising freights. The rate for yarn was advanced over 100 per cent., and it resulted to a great extent in junks, instead of steamers, becoming the carriers; but the decline visible in the Canton statistics is no doubt adjusted by a corresponding growth in the Kowloon returns. The supply of woollen fabrics and metals to Canton is usually small, and this was the case during the year under review. In woollens the demand appears to have been better than ordinarily. In metals the import of iron, compared with the 1894 figures, shows an increase, but the supply of lead and copper has diminished. Among sundries the articles attracting notice by their increase or decrease are coal, flour, matches, and rice. The coal which finds most favour amongst the local fleet of steam-launches is the Tonkin article of the lower grade, whose popularity is due to its extreme cheapness—about Tls. 3 per ton, against Tls. 6 for the Japan coal and Tls. 5 for the best quality Kwangsi coal, drawn from the Fu-chuan district.

Of foreign flour over 200,000 piculs have been imported to meet the ever-increasing demand; given a permanence of present conditions, it is difficult to measure the possible development of the flour trade in the south of China. In the import of matches Japan appears to have lost ground, to the benefit of matches made elsewhere, though possibly that circumstance is only incidental to the war. The materials for making matches were for the Fatsan factories, which have resumed work after a pause necessitated by the difficulty of obtaining splint-wood. The exceptionally heavy shipments of rice brought to this port from Saigon, Siam, and Annam can be accounted for by the complete failure of the Canton crops; although the prevailing scarcity has been relieved by the arrival of supplies from the South and the Yangtze, the market value of rice during the year advanced 17 per cent.

Exports.—The variety of articles suitable for shipment abroad produced at this interesting centre of skill and labour is becoming very considerable, a fact sufficiently illustrated by the export tables. Among the staple products coming more under observation and showing appreciable development may be named chinaware, fans, matting, provisions, silk, and sugar. Included under chinaware are specimens of the costliest porcelain, made to satisfy luxurious needs, down to the commonest earthenware goods, intended for the most simple domestic use. In chinaware Canton can now supply articles standing comparison with the best products of the West and this fact, combined with the advantages in cost, is no doubt being turned to good account by intelligent traders. The export of fans stands at the high figure of 11 million pieces; and the number of raw materials, silk, cotton, feathers, paper, wood, and palm-leaf, employed in their manufacture bears witness to the ingenuity of local artisans. With regard to matting, it is satisfactory to observe that the receding figures of 1894 are changed into a large increase. The enlarged shipment of provisions from Canton is a sign of the growing needs of Hongkong, the proximity of which admits of the daily export of perishable goods, such as vegetables, fresh eggs, poultry, live fish, etc., in not inconsiderable quantities. Since the collapse of the tea trade at this port it is silk that claims the place of honour among local products. This industry seems eminently suited to the climate and people of the neighbouring districts of Canton, and it is not probable that rival competition will for some time check its progressive course. The primitive methods employed by natives in silk culture and their aversion to improvements are conditions greatly deplored by foreigners interested in the trade; consequently, it is gratifying to know that lately an institution* was opened in the Sunkat district, where the sericulture flourishes, with the object of affording means of improving the quality of silk. The eggs of the silkworm are subjected to an examination by trained men using scientific appliances to determine their sound or diseased state, in order to assist in the production of healthy worms. The establishment, although in existence but a few months, has already achieved valuable results, both in the direction above named and in other important details, by advising and instructing natives who show inclination to learn. Turning to the silk crops of the past season, it appears that the yield has not been uniformly good. The first and second crops, though unexceptional in quality, were found wanting in quantity; this was the result of a prolonged absence of rain, which interfered with the requisite supply of mulberry leaves. Before the seed for the third hatching was laid down, however, a copious fall of rain produced excellent results, enabling the third, fourth, and fifth crops to be gathered under favourable conditions. The supply of raw silk, therefore, has been more abundant than in 1894 and the export business was likewise larger. Prices were on an ascending scale, a circumstance telling against those of the native dealers who, having accepted orders when prices were low, had to supply with a stiff market. There were in all 25,000 piculs of raw silk shipped for foreign demand, an in-

* This is the fruit of the efforts made, under direction of the Inspector-General, to introduce the Pasteur system of treatment of diseased silkworms into China.

crease of 2,500 piculs on the total in 1894. Sugar planters, in spite of the drought, seem to have fared well, if an abundance of sugar cane may be taken as an indication. The quantity exported of the brown or inferior kind is largely in excess of the figures for the previous year; the portion shipped to foreign countries, however, constituted only one-third of the total.

Re-exports.—No remarks.

COAST TRADE.

Original Shipments Coastwise.—The goods shipped direct to coast ports are valued at close upon 3 million taels, showing a gain on the preceding year's figures. The trade is made up of articles too numerous to admit of separate examination, but the more important items are silk, sugar, tobacco, dried lichees and lung-ngans, brass buttons, jadestone, paper, and glassware, the order of enumeration showing their relative importance.

Reshipments Coastwise.—A small consignment of lily flower seeds returned to Shanghai forms the sole transaction under this head for the year.

Coastwise Arrivals.—Due to the position of Canton, its coast trade is confined to the exchange of commodities of purely native origin. The supplies thus drawn by the port represent a value of 13 million taels, or, with a few thousand taels difference, exactly the same as that for 1894. Beans and rice play a conspicuous part among the sundries given in the tables. The figures for the first-named produce, compared with those for 1894, exhibit an overwhelming decrease, owing entirely to the peculiar position which Newchwang, the exporting port of beans, occupied after the close of the war, necessitating a considerable rise in former freight charges. Rice, on the other hand, has increased in volume and thus helped to equalise the loss sustained from beans.

INLAND TRANSIT.

Inwards.—The small sum collected as transit dues bears testimony that, after a lapse of two years, a fresh effort is being made to revive the system of certificating imports. The goods thus passed were cotton fabrics destined for Wuchou-fu, on the West River.

Outwards.—Nil.

SHIPPING.

While the number of entries and clearances compares unfavourably with that in 1894, the tonnage displays a gain of 9 per cent.; the one may be accounted for by the diminished steam-launch traffic consequent upon adverse legislation, and the other by an increase in the number of ocean steamers trading to the port. Among the flags exhibiting an advance, that of Great Britain stands conspicuous, the proportion to the total tonnage employed being 84 per cent.

PASSENGER TRAFFIC.

The absence of growth in this important trade during 1894 was attributed to the prevalence of the plague, and the further reduction in 1895 is manifestly caused by the agreement between the steamer lines for uniform fare rates, by which the cost of a deck passage has been considerably augmented. The total traffic is represented by 1,000,000 passengers, against 1,100,000 the year before.

TREASURE.

While there has been nothing apparent in the movement of silver to call for comment, the appearance of the British dollar, coined in India, and the prevalence in the local currency of the Canton Mint dollar should be noted. The British dollar is not visible in Canton, nor is it likely that it will be, owing to the legislation forbidding its defacement, a very wise ordinance from the standpoint of Hongkong, but one likely to exclude the coin from use under present conditions in the south of China. The following table will show the nature and number of coins made by the Canton Mint and its comparative activity in the course of the past two years:—

	1894.	1895.
1-dollar silver pieces	232,672	331,750
50-cent silver pieces	52,490	...
20-cent silver pieces	21,807,680	29,055,900
10-cent silver pieces	12,494,840	14,159,660

Total value..... \$5,869,937 \$7,558,896
OPIUM.

Foreign.—The downward course of this trade has been maintained, the import, compared with

that of the preceding year, being 1,600 piculs deficient, a drop annually uniform in measure since 1892. This, if a sign of the decrease of the opium habit, should be a welcome eventuality, but it cannot be fully so ascribed. That morphia as a cure of the habit is largely being availed of amongst smokers is a certainty, and that must of course affect consumption to some extent; still, the void caused by the decreasing shipments of foreign opium is more than filled by the growing supply of native opium.

Native.—Of this drug the shops in the city have four kinds for sale, the Yunnan, Szechuen, Kweichow, and Kwangtung opium, all of which are necessarily inferior in point of quality and value to the foreign article. With regard to the opium produced in this province, the poppy plant is a novel feature and rarely met with, and the average annual output is estimated at something near 50 piculs only; its extensive cultivation at some future period is not likely, seeing that the conditions of climate and soil are unfavourable to a productive plantation.

MISCELLANEOUS.

The year 1895 witnessed the succession of Li Han-chang by T'an Chung-lin in the occupancy of the Viceregal functions, and the demise, one after the other, of Governor Ma P'ai-yao and of the Treasurer and Governor Designate Hsiao-lo-ch'ên-yün, the last two being losses justly mourned by the people of the province and the Empire. There have also been changes affecting the domestic policy of Kwangtung and indicating a retrogressive course, rendered necessary through the altered conditions brought about by the fortunes of war.

Import and export values in 1895 were as follows:—

	Hk.Tls.
Net foreign import, market value ...	16,363,711
Net native imports, market value ...	13,296,397
Net imports	29,660,108
Deduct duties and likin paid at Canton	1,092,556
Net imports, minus duty	28,567,552
Deduct 7 per cent. for importers' profit, etc.	1,999,729
Imports, value at moment of landing	26,567,823
	Hk.Tls.
Original exports, market value	20,614,886
Add duty paid at Canton	630,081
Exports plus, duty	21,244,967
Add 8 per cent. on market value for exporters' profit, etc.	1,649,191
Exports, value at moment of shipment	22,894,158

HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

This competition was concluded on the 15th June. The scores were high owing to the thick grass. The late rains have done a lot to improve the greens, but the lies have become very heavy.

Mr. C. E. Hume	90	6	84
Mr. V. A. C. Hawkins	96	8	88
Commodore Boyes	103	14	89
Captain Ramsey	98	8	90
Mr. W. M. Thompson	103	10	93
Dr. J. M. Atkinson	108	15	93
Mr. C. A. Tones	108	15	93
Mr. G. Stewart	98	4	94
Mr. W. A. Duff	108	12	96
Mr. C. H. Grace	111	12	99
Mr. J. Hastings	111	12	99

The Pool was won by Mr. C. E. Hume.

The *Bangkok Times* of the 1st June say:—Mr. E. H. French, the British Consul at Bangkok, and Mrs. French left this afternoon by the *Ban Seng Guan en route* for England. There was quite a gathering of Europeans on the vessel to bid them good-bye for the present, and the heartiest wishes were expressed for the complete restoration of Mrs. French's health and their speedy return to their many friends in Siam.

HONGKONG RIFLE ASSOCIATION.

The Long Range Cup and Spoons were competed for over the 700 and 800 yards distances on Saturday afternoon under fairly favourable conditions as to light and heat, but with an unsteady wind blowing, which proved very troublesome to some of the competitors. Eight members competed, the result being a win outright of the Cup by Mr. John Andrew, with a creditable total of 93; the Spoons falling to Mr. John Andrew and Mr. A. Brown. Appended are the best scores:—

	700 yards.	800 yards.	Allow- ance for Han- dicap. Rifle.	Total.	
Mr. J. Andrew	39	36	—	18	93
Mr. A. Brown	36	34	11	10	91
P.O. Goodger, R.N.	33	30	11	10	84
Mr. W. Deas	35	23	11	15	84

RIFLE BRIGADE REGATTA.

On Saturday afternoon a very successful regatta was held at Bay View in connection with the 1st Battalion Rifle Brigade. There was a large attendance of spectators, composed principally of the men of the Garrison and Navy, and some interesting racing was witnessed, the finishes for the most part being close and exciting. The programme comprised six events, including one open and one consolation race. Following are the results:—

Race for boats belonging to H.M. ships in Harbour. Distance 1½ miles. Prizes, \$20, \$10, \$5.

Undaunted	1
Do	2
Victor Emanuel	3

OPEN RACE—Distance 1½ miles. Open to one crew from each of H.M. ships in Harbour and Companies of R.A., R.E., and R.B. Prizes \$15, \$10, \$5.

D Company R.B.	1
C Company R.B.	2
35th Company R.A.	2

RACE for SCRATCH CREWS. Distance 1 mile. Prizes, \$15, \$10, \$5.

D Company R.B.	1
A Company R.B.	2
C Company R.B.	3

DINGHY RACE. Distance half mile. Prizes \$10, \$5, \$3.

Dreadnought	1
Spike	2
Chelsea	3

BATTALION SHIELD RACE. Distance one mile. Prizes \$21, \$14, \$7.

D Company	1
C Company	2
G Company	3

CONSOLATION RACE. Distance one mile. Prizes \$10, \$5, \$3.

Constance	1
I. Co.	2

(No third.)

On the conclusion of the last event the prizes were distributed to the successful competitors by Major The Hon. E. Noel. The arrangements for the regatta, which were in every detail perfect, were carried out by the following Committee:—Major The Hon. E. Noel (president and referee), Captain A. D. Stewart, Lieut. F. G. Talbot, Lieut. J. H. Thresher, Lieut. L. Hoey.

We learn from a vernacular paper that Mr. Matsumoto, the President of the Toka Cotton Spinning Company, which contemplates the erection of a cotton spinning factory at Shanghai, has had an interview with the Premier as to the present state of the Treaty negotiations with China. Marquis Ito is alleged to have stated that it was unreasonable to expect the Treaty to be negotiated in less than twelve months. They were proceeding steadily and the Government (of Japan) had no intention of renouncing any of the commercial privileges obtained under the Shimonoeki Treaty. If the Japanese merchants and manufacturers wished to compete with the Europeans in China they should commence, regardless of the state of the Treaty negotiations. The Company, it is added, have been greatly encouraged by the views expressed by the Premier and will commence to build without unnecessary delay.—*Kobe Chronicle.*

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE DOCK COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It is fortunate that the Directors of the Dock Company have issued a fresh notice convening a meeting of shareholders for the 22nd instant, because the first notice of the 7th March last was so hopelessly insufficient that it would have been impossible to proceed safely under it. Now that the meeting has apparently been duly convened it is for the shareholders to consider what shall be done at the meeting. The objects of the meeting seem to be (1) to enable the Directors to appoint a Chief Manager and (2) to increase the limit of the Directors' fees from \$1,000 to \$2,000 each per annum. As to (1), the reasons for appointing a Chief Manager are at present locked in the breasts of the Directors and it would be premature to discuss the proposed alterations of the Articles in this respect before those reasons are disclosed. As to (2), we have heard and read, since the question was first mooted, a good deal with respect to the proposed increase of the Directors' fees, and, with your permission, I will state, as briefly as I can, what seems to me to be the present position of the matter.

The proposal now is that "in Article 69 the words one thousand dollars shall be eliminated and there shall be substituted therefor the words two thousand dollars." Article 69 is as follows:—"The Directors may, with the sanction of the Shareholders, in each year, set aside a sum not exceeding one thousand dollars each as remuneration for the Directors, to be divided amongst them in such manner as the Board shall determine." The proposed alteration is, no doubt, in consequence of the so-called resolution alleged to have been passed by the shareholders at the meeting of the 25th February last. The so-called resolution was as follows:—"That the fees of the Directors be increased from \$1,000 to \$2,000 each per annum, and that the sum of \$3,500 be hereby voted to the Board as an addition to their fees for the past half year, and that the Directors be hereby requested to take steps for the altering of the Articles of Association to put into effect the first part of the resolution."

I am officially informed "That the sum of \$3,500 was paid to the Directors and an additional sum of the same amount in consideration of fees for the half year ended the 31st December, 1895." That is to say, in addition to the sum of \$3,500 for the first half year of 1895 and the sum of \$3,500 for the second half year of 1895, the maximum prescribed by Article 69, the Directors have paid to themselves out of the funds of the Company the sum of \$3,500 as an addition to their fees for the second half year of 1895, being apparently under the impression that the additional sum of \$3,500 for the second half year of 1895 was validly voted to them by the so-called resolution of the 25th February last. That impression is erroneous. The supposed vote was not a valid vote, because the whole of the so-called resolution was and is, as a resolution, invalid and nugatory for the following (amongst other) reasons:—

- 1.—The meeting of the 25th February was not duly convened in respect of time.
- 2.—The meeting of the 25th February was not duly convened in respect of purpose.
- 3.—The so-called resolution was *ultra vires* the Company.

1.—The Articles of Association of the Company provide that ten days notice at least of every meeting shall be given. The notice convening the meeting of the 25th February was dated the 17th February and was first advertised on that day. The notice was only a seven days' notice instead of a ten days' notice as required by the Articles and therefore the meeting was not duly convened in respect of time.

2.—The Articles of Association provide that the notice of every meeting shall specify the objects and business of the meeting and that no business other than such as is specified in such notice shall be transacted thereat. The notice

convening the meeting of the 25th February stated that the meeting would be held "for the purpose of receiving the report of the Directors and the Statement of accounts to the 31st December 1895." The so-called resolution could not competently be brought before the meeting because it was not part of the business specified in the notice. The meeting therefore, so far as the so-called resolution was concerned, was not duly convened in respect of purpose.

3.—The shareholders cannot validly pass any resolution which is contrary to the regulations of the Company as contained in its Articles of Association. Article 69 quoted above can only be altered by special resolution. So long as that Article stands the Directors' fees cannot be increased beyond the limit thereby prescribed, either retrospectively or prospectively. Therefore the so-called resolution, so far as it purported to increase the fees of the Directors from \$1,000 to \$2,000 each and so far as it purported to vote the sum of \$3,500 to the Board as an addition to their fees for the past half year (such an addition being wholly beyond the limit prescribed by the Article), was *ultra vires* the Company, invalid, illegal, and nugatory.

For the above reasons, which I have stated as briefly as possible, but any one of which, if substantiated, is fatal to the validity of the so-called resolution, I say that the so-called resolution was and is, as a resolution, invalid and nugatory and that it only amounted at the most to a request by the shareholders who happened to be present or represented at the meeting, not a request by the shareholders generally, that the Directors would take steps for altering the Articles of Association so as to make a prospective increase of their remuneration possible.

It follows that the sum of \$3,500 supposed to have been voted to the Board "as an addition to their fees for the past half year" has not been validly or legally voted and that the Directors, having paid themselves that sum, are not entitled to retain it and are bound to refund it to the Company. If that be so, it cannot be disputed that, until that sum has been refunded, no proposal to increase the limit of the Directors' fees ought to be entertained.

If the Directors refund the sum of \$3,500 which they have erroneously paid themselves I should myself be in favour of increasing the Directors' fees in proportion to the dividends distributed. I would let Article 69 stand as it does at present, except that I would add at the end of it words to the effect that the Directors shall have, in addition to the usual \$1,000 each per annum, a bonus of \$100 each for every one per cent. of Dividend in excess of 14 per cent. per annum distributed to Shareholders in any year up to 24 per cent. The result of this would be to double the Directors' fees in any year in which they distributed 24 per cent. to the Shareholders in dividends.—I am, sir, your obedient servant,

J. F. REECE.

Hongkong, 16th June, 1896.

SHIPPING CASUALTIES NEAR SHANGHAI.

The *N. C. Daily News* of the 12th June says:—A telegram was received from Gutzlaff yesterday morning stating that there was a steamer lying between Gutzlaff and Parker Islands signalling "Fore hold full of water. Send pumps." The *Samson* was despatched at once to her assistance, with pumps and gear from the Old Dock. It has been learnt that the steamer in question is the *Kwanglee*, which left here outward bound for Hongkong on Wednesday afternoon. It seems that in a thick fog the *Kwanglee* struck a rock somewhere off the Chin-san Island and started to return for assistance, but probably had to be beached on Parker Island. By a singular coincidence the *Kwongsang*, inward bound, struck what is supposed to have been the same rock at almost the same time as the *Kwanglee*, knocking away part of her fore-foot. She was, however, able to proceed on her voyage and arrived at the Hongkew Wharf yesterday evening. The extent of the damage to the *Kwanglee* is, of course, not yet known, but it cannot be very serious, as she declined an offer of assistance made by the *Leeyuen*, which arrived last evening.

A NEW MAHOMMEDAN REBELLION.

The local mandarins have received news by wire from Lanchow, via Peking, to the effect that the Mahomedans in Lanchow prefecture and north of that city, near the Great Wall, after having been quieted by General Tung Fu-hsiang, the Kashgar Commander-in-Chief, last December, have once more risen against the authorities. The territorial forces in Lanchow were sent against the rebels, who surrounded and almost decimated them in some passes, although the Imperialists were better provided with firearms than the rebels. Lanchow city, which is the seat of the provincial government of Kansu, is reported, in the same despatches, to be almost defenceless, nearly 4,000 of the 6,000 troops which went to subdue the rebels having been either killed or missing. In consequence of this, urgent telegrams have been received at Nanking and Wuchang from Lanchow asking for reinforcements to be sent to Kansu to assist in putting down the rebellion. Viceroy Liu K'un-yi and Chang Chih-tung, it is reported, will send about 8,000 men to Kansu as the Kiangsu and Hupeh contingents. The other Viceroy and Governors within measurable distance of the disturbed province will doubtless also send their contingents to assist. A native paper reports that there was a rumour in Peking that the Emperor intended to entrust the suppression of the rebellion to Generals Sung Ch'ing and Nieh Shih-ch'eng, as General Tung Fu-hsiang had been found wanting.—*N. C. Daily News*.

THE DISTURBANCE AT NANKING.

CHINESE TROOPS FIRE ON EACH OTHER.

A FOREIGNER WOUNDED.

Shanghai, 4th June.

We are glad to learn from Nanking that no German officer has been killed. It appears that on Monday last a German officer took his men for drill to a parade ground said to be reserved for the Viceroy's Hunan body-guard. The Chinese Commander of the body-guard objected and after some discussion ordered his men to fire on the foreign-drilled troops. The German officer ordered his men to return the fire, and several Chinese were killed and wounded on both sides, and one German instructor, a corporal named G. Krauss, was seriously wounded. The Viceroy had the Chinese Commander at once put under arrest, and he will probably lose his head. Our Nanking correspondent telegraphed last night that Mr. Krauss is recovering, and the city is quiet.

There was a rumour here yesterday evening that Mr. Krauss had died of his wounds.

Nanking, 3rd June.

On Monday, the 1st June, a serious attack was made upon one of the German Army instructors, named Mr. Krauss. Acting under instructions from his superior foreign officer, he had taken his men to the open place in rear of the Viceroy's yamen to be drilled. This place has a camp of Hunan soldiers located on each corner and forming two of the five camps which surround the yamen. These Hunan soldiers had been accustomed to drill on this ground for many years and resented the sending of other men under foreign instructors to pre-empt their drill-ground. When Mr. Krauss arrived with his men he found the Hunan men already at drill, but himself began at once to drill his own soldiers. The officer in charge of the camp objected, an altercation ensued and almost at once the Hunan men attacked Mr. Krauss with knives and spears, giving him an ugly spear wound in the back, several gashes on the head, and bruising him severely in many places. Had not some other German officers arrived on the scene and rescued him, he would have been injured still more seriously. Count and Countess Nayhaus were also surrounded and attacked while returning from a ride and passing near the camp, but the Count quickly dismounted and taking his sabre soon chased the crowd into a tea-house. The whole trouble is doubtless due to the jealousy existing between the men of the old army methods and those of the new. It is not easy to surmise

how it can be settled.—*N. C. Daily News* correspondent.

ANOTHER ACCOUNT.

The false rumours circulated yesterday regarding the murder of a German officer at Nanking, as we stated last night, are incorrect and we have authority to contradict them from Dr. Stuebel, H.I.G.M.'s Consul-General. The facts of the case are simply these. An ex-German non-commissioned officer by the name of Krauss, who now fills the position of drill instructor to a newly formed company of Chinese braves, took his men out on Monday afternoon last to drill on a piece of land, at the back of the Viceroy's yamen, at Nanking. On arriving at the drill ground, without any provocation and immediately after he had formed his company, he was attacked by some two hundred soldiers, part of the Viceroy's body-guard, who had assembled there for the purpose of drilling as well. Krauss was severely wounded, having four wounds on the head, one between the shoulders and one on the left thigh, as well as receiving numerous bruises. He managed to effect his escape, and, reaching the maloo of Nanking, was taken to his quarters, where he now is. The extent of his injuries has been grossly exaggerated, and his signature, on the deposition, is anything but that of a dying man. The row has no political significance whatever; it is what would have happened to any two Oriental companies of men meeting in any part of the world. The Viceroy's men were in possession of the drill ground and Krauss' company intended to oust them—result, a fight and an attack on the commander of the foreign-drilled soldiers. H.E. Liu K'un-yi, the Viceroy, has telegraphed to the German Consul-General expressing his regret at the occurrence and stating that the commander, officers, non-commissioned officers, and perpetrators in the attack have been arrested and will be severely dealt with. Krauss is progressing. The following is the official deposition kindly translated by Dr. Stuebel and given to a representative of the *Mercury*, who called upon this amiable gentleman this afternoon:—

"I was a non-commissioned officer in the Prussian army and am now engaged as a drill instructor in the Chinese army. I was in command of No. 5 Company on the 1st June. At 4.30 p.m. I went on horseback to the drill ground which has been allotted to us by the Military Administration of Nanking to use for drilling and is situated just behind the Viceroy's yamen. On arriving at the ground I observed the personal body-guard of H.E. Liu K'un-yi, consisting of about 200 men, that he brought from Shanhai-kwan with him to Nanking. I did not attribute any importance to their presence, and as far as I could see they were not armed, only about thirty having the usual banner waving from a sharp pointed bamboo staff. When my company was formed I mounted, but, on the sergeant reporting to me the number of men present, I dismounted and walked a few paces towards my men, holding my pony by the bridle. I suddenly heard from behind and coming from Viceroy Lin's men a great noise and the usual loud crying out peculiar to Chinese soldiers when making an attack. I turned round immediately and saw the whole of Lin's men close behind and coming towards me in a compact mass, with the intention of making an attack. I mounted my pony, which I had been holding by the bridle, but received at the same moment a blow on the head from a spear-headed bamboo (a tenpenny nail tied to the end of a bamboo), which brought me to the ground. I still held on to my pony's head, but was entirely surrounded by a thick, living wall of howling men, some of whom were beating me with bamboos, others throwing stones at me with great force, others trying to pull me to the ground by seizing me by the coat and vest with great violence, and trying to sway me to the ground, while others were using bamboos between my legs to try and trip me and it was only by holding firmly to my pony's head I managed to avoid their endeavours. I saw now that it was a matter of life and death, and drew my revolver for self-defence, but before I could bring it into action I received a thrust in the right arm from a spear-headed banner bamboo, as well as several blows on the

same arm, which knocked the revolver to the ground; one of the soldiers instantly picked it up and directed it towards my chest, but as he was ignorant of its management and use I owe my life. At this moment my horse was torn from me. Being now entirely without a weapon of defence, the stick I generally carry when on drill duty being lost in the mêlée, and seeing there was nothing for it but life or death and being entirely at the mercy of the blows, cuffs, and stones of the howling soldierly mob, I decided if possible to make one desperate effort for life. With one jump I succeeded and broke through the living wall that surrounded me and ran in the direction of the maloo, the soldiers following me, howling, shouting, and throwing big stones, while the civilians who had gathered round camp and witnessed the affray joined in with the rabble and hooted me as well as receiving me with a volley of stones as soon as I got away from the soldiers. On arriving in the maloo my own soldiers received and escorted me to my home. Whilst I was amongst the crowd of soldiers I was deprived of my hat, spectacles, watch, stick, revolver, and pony."

The above statement is signed by Krauss in the presence of witnesses. The Consul-General for Germany informs us that all is quiet at Nanking and there will in all probability be nothing more about the affair except the punishment of the offending soldiers. Europeans who undertake similar positions as Instructor Krauss run a certain amount of risk and the occurrence of Monday last can be put down to a feeling of jealousy that H.E. Liu K'un-yi's men have of the foreign drilled troops. Liu K'un-yi's men are all northern men from Shanhaikwan and the vicinity, and, as they are old Chinese braves, naturally enough they are antagonistic to anything modern and foreign, hence the mobbing of Krauss, who we hear is improving. It is not known whether any German officers will sit on the bench at the trial of the perpetrators, but that will be decided later. The German Admiral is at Ningpo, and he has been advised of the affair.—*Mercury*.

Nanking, 8th June.

The case of Mr. Krause, the German officer who was wounded by Hunan soldiers, is now settled; eight soldiers have been bamboozed and four others have had their ears bored. The Colonel in charge of the camp, Têng Ki-fah, has been dismissed from office, and the Viceroy has already memorialised the Throne for his degradation. Mr. Krause has almost entirely recovered from his injuries and is to-day leaving for Shanghai. It is understood that there has been no pecuniary compensation except the restoration of the watch and revolver which the officer lost during the struggle. The two German men-of-war were anchored off the city for a few days, but their presence does not seem to have affected the case, for the Viceroy had determined what ought to be done before their arrival. The fault of the soldiers and their officer Têng was so apparent that no attempt to screen them would have been possible. The attack was purely malicious. Had more promptness been exercised on the part of the Chinese officers the affray might have been avoided. It seems that the German officer found it impossible to drill his soldiers in the narrow place within a camp which had been assigned him. He applied to the Taotai in charge of the Army Administration, Tsien, for permission to use the vacant ground immediately behind the Viceroy's yamen and in front of two camps of the Viceroy's brigades. This permission was given by Taotai Tsien, who had no power to do so. When Mr. Krause took his men to drill there on Saturday, May 30th, Colonel Têng objected and protested to his General, Liu. On Monday morning the German officer again took his men to the same place and drilled them while the Hunan soldiers were being drilled on the same ground. Colonel Têng again informed his General, who at once wrote to Taotai Tsien telling him not to use the ground. This despatch was received by the Taotai about 12 o'clock noon, but for some reason was not communicated to the Germans till about five o'clock in the afternoon and too late to prevent trouble, for at four o'clock the attack took place. The weakness of the new army organisation must be apparent to all when it is seen how careless it is in giving orders and how

slow in countermanding them. Such methods of reform will not command the respect of anyone and are worse than the ordinary old methods.—*N. C. Daily News* correspondent.

THE "ANDING" SUNK AGAIN.

Shanghai, 10th June.

The dredger *Anding*, reported some time ago as having been successfully beached at Pootung, was again sunk last midnight. Captain Roberts had made all arrangements for shifting her to a shelving shore near to Boyd's Pootung Yard, and had removed all but two anchors, as these, under ordinary circumstances, would have been sufficient to hold her. Unfortunately there was a strong flood tide last night, which parted the anchor chains and carried the *Anding* into mid-stream. Captain Roberts was powerless to stop her, and it was only on the appearance of one of the Cargo-boat Company's tugs, which went to her assistance, that he thought he could so guide his charge that no damage would be done, the tug being used to steady the dredger, and if it had not been for the unfortunate collision with H.M.S. *Archer* the *Anding* would probably now be snugly ashore above Pootung Point. There was no absolute danger till the "chow-chow" water was reached, when the *Anding* took complete charge. She first fouled H.B.M.'s *Daphne*, but managed to get clear of her, only to drift across the ram of H.B.M.'s *Archer*, which pierced the dredger's side. The chains that suspended the *Anding* from the pontoons broke and the dredger sank between the Naval and P. and O. buoys, just under the stern of the *Rosetta*, where she now lies in six and a half fathoms of water. The pontoons as soon as they broke loose drifted up river amongst the junks in the upper reach, and at six o'clock this morning the Customs launch took one in tow and beached her in front of the Hongkong and Shanghai Bank. The other pontoon floated down this afternoon and was towed by the Customs' and one of the Indo-China Co.'s launches out of danger. When the accident happened forty Chinese and Captain J. P. Roberts were on the pontoons and they were all precipitated into the water. Four Chinese were picked up by boats from the *Daphne* and *Archer*, and the remainder by a launch belonging to Messrs. Wheelock & Co. Captain Roberts was a long time in the water, but was ultimately rescued. It is doubtful if the *Anding* can be raised from her present position. Great sympathy is felt for Captain Roberts.—*Mercury*.

THE SHANGHAI CONVENT CASE.

Some time ago the *Mercury* published certain allegations respecting the French Convent at Shanghai which were held to be libellous and legal proceedings have been instituted. The matter was before the Court in Chambers the other day on an application with respect to the pleadings, and in the cause of the proceedings the following affidavit was put in:—

I, Herbert Johnson Gedge, of Shanghai, in the Empire of China, make oath and say as follows:—

Acting as counsel for the defendants in this suit and in pursuance of instructions received from them, I wrote on the 9th of June last to Mr. H. S. Wilkinson, the plaintiff's counsel in this suit, the letter in the words and figures following, and I on the same day delivered the letter to Mr. H. S. Wilkinson:—

"4, Balfour Buildings,

Shanghai, 9th June, 1896.

"L'Institution St. Joseph against J. D. Clark and T. W. Kingsmill.

"Dear Sir,—In order to settle this unhappy dispute without litigation and as our clients had not nor ever had a desire to injure either L'Institution St. Joseph or anyone connected therewith, they are prepared to unreservedly withdraw all imputations which they have incautiously been the medium of publishing against the plaintiffs, to apologise for the same in manner and terms agreeable to the plaintiffs, and (though aware that money is not the plaintiffs' object) to pay to them the sum of Tls. 200 and costs to be taxed.—We are, dear sirs, yours faithfully,

"(Sd.) JOHNSON, STOKES and MASTER.
H. S. Wilkinson, Esq."

2.—On the 10th of June I received the letter from Mr. H. S. Wilkinson which is now produced and shown to me and marked A.

Sworn at Shanghai in the Empire of China this 10th day of June, 1896.

HERBERT J. GEDGE.

Before me:

N. J. HANNEN,

C. J.

Exhibit A.

Shanghai, 10th June, 1896.

L'Institution St. Joseph v. J. D. Clark and T. W. Kingsmill.

Dear Sirs,—I have laid before my clients your letter of yesterday, proposing certain terms for the settlement of this case, but my clients consider that the offer comes too late to admit of its being accepted.

It is now a considerable time since the letters and article complained of were published by the defendant, and during all that time they have made no public withdrawal of the serious imputations on the character of my clients which they have publicly made, and my clients feel that the vindication of their character and that of their Institution now requires that the case should be proceeded with without any compromise.—I am, dear sirs, yours faithfully.

(Sd.) H. S. WILKINSON.

Messrs. Johnson, Stokes and Master.

KIUKIANG.

2nd June.

The opposition of the junk owners to the running of the steam tow-boats on the Poyang Lake, that I reported in my last communication, has so far proved ineffectual, for three of the steamers actually arrived at our port a day or two ago, and attracted attention by steaming to and fro and blowing their shrill whistles. I say steamers, but your readers should not imagine these to be powerful tug boats such as ply in your busy harbour, but small steam launches of the usual pull-mandarin-houseboat type. How they will weather the wind and wave of the broad Poyang is a question we will leave to the owners to solve, but they look very ill fitted for either. It is rumoured that these three are only the first instalment of fifteen; and that when the other twelve, which will be larger, shall arrive, these small ones will be told off for duty on the rivers running into the Lake. It is to be hoped that these steamers will be used by the new postal service when it comes into existence.

The Chinese Government Post Office is to be opened here on the 1st of July, and will establish branch offices at Wusueh and Hukou. At first the private services, to whom I believe some special privileges will be offered, are to be affiliated with it; but it will eventually gobble them up. Stamps of the dollar denomination are to be issued. I supposed our thriving Local Post Office will soon die a natural death. Our English-speaking Chinamen are all agog over the new enterprise, many of them hoping to secure good positions in its ranks with, for them, large salaries. I hear that the remuneration is to be fixed at Tls. 30 for a minimum and Tls. 100 for a maximum per month. This makes a very good chance.

On account of the partial failures of the crops last year, the condition of the country people at this time is one bordering on famine. The rice dealers, hoping to take advantage of the great demand for rice elsewhere, were buying up what remained from last year's crop for export, when the officials, fearing lest the scarcity of food would provoke serious discontent among the people, promptly prohibited any traffic in grain or rice. The move will be of great benefit to the masses, pending the present year's harvest.

The proverbial grumbling among tea-men has been considerably accentuated during the present season, and there seems this time to be real cause for it. The heavy spring rains spoiled the promising Ningchow crop, making the leaf large and coarse. But some unusually fine Keemuns of delicate flavour have been gathered.—*N. C. Daily News* correspondent.

KERAMICS AND METAL WORK IN JAPAN.

The Spring Exhibition of fine-art products in Ueno Park was closed on the 25th May having remained open from the 1st of April, a longer period than usual. On the whole, the verdict must be, we think, that no signal progress has been displayed except in the sections of ceramics and metal work. As to the latter, it is singular but apparently true that the extraordinary capacity of Japanese artists in chiselling silver, copper, *shakudo*, and *shibuichi* has only recently begun to be recognised, from a practical point of view, by foreigners, especially by foreign residents. A year or two ago it used to be the habit to procure cups for racing and boating prizes or for presentation purposes from Hongkong, and to this day one meets folks who labour under the extraordinary delusion that Chinese silversmiths are better than Japanese. No one that has ever had an opportunity of making a fair comparison can entertain the smallest doubt on the subject. Chinese silver work is not to be mentioned in the same breath with Japanese. The Hongkong or Canton artisan simply casts the silver in a mould or beats out a *repoussé* design upon it. The whole process is purely mechanical. There is no employment of the chisel; the finish is rough and inelegant, and the designs are seldom redeemed by the slightest evidence of artistic conception. Choice Japanese work is precisely the contrary of all that. When the *repoussé* process is used, it serves only to give relief to the design, or to reduce the mass of metal, and is merely preliminary to chiselling, in which wonderful skill and power are shown. There is no such metal work produced elsewhere in the world. In designing shapes and adapting decoration to special purposes, the superiority doubtless lies with the artists of the West, but so far as technical skill in concerned, the Japanese are incomparable. That might easily have been inferred by any one familiar with the marvellous chiselling seen on their sword furniture. But somehow the inference was not drawn. The worker in metals seems to have been regarded as a thing of the past, and only of late have the foreign residents awakened to the fact that an easy opportunity presents itself to obtain, at extraordinarily low prices, exquisite tea and coffee sets, dessert services, salvers, and such things—articles that may be handed down from generation to generation, becoming more and more valuable as years go by. Musashiya's well-known bric-à-brac store prepared the path to the discovery in Yokohama, but it was not until the opening of Konoike's establishment that people began to thoroughly appreciate the truth. Yet, while heartily applauding what Konoike has done, we cannot pretend to think that his work stands nearly in the first rank. Perhaps, on the whole, it satisfies the purposes to which it is applied, but it emphatically invites the same criticism as the more extensive productions of Ikeda in Kyoto, and his agent Nakamura in Tokyo, namely, that the labour of the chiseller is reduced to a minimum, that fineness of execution is sacrificed to richness of effect, and that the prime purpose of the artisan is to attract the custom of foreigners looking for profusion of ornament rather than for perfection of finish. Let any one place under a magnifying glass—and Japanese metal work should never be purchased without previous examination under a magnifying glass—a specimen from Konoike's store and an example of the Japanese silversmith's highest process—the process known as *koshimoto-bori*: the difference will be recognised instantly. It may indeed be urged that the tea-pots and flower-bowls of Konoike and Ikeda are as finely chiselled as such things need be. That is true in a sense. But what we have to remember is that while such examples will be forthcoming in large quantities at low rates for many years, the really grand work of the Japanese chiseller must tend more and more to command the price it represents when measured by a Western standard of value, and that, after all, unless one buys for mere household purposes, one should endeavour to procure specimens standing above the rank and file of their class. A few specimens of that quality were displayed in the Ueno Exhibition. They all received more or less favour-

able notice from the judges. The first prize was justly awarded to a masterpiece by that prince of modern metal workers, Shomin. It was a little tray, having a seascape chiselled on its surface—waves in the foreground breaking into silver ripples where moonlight touched them through clouds, dusky canvassed junks drifting over their own shadows in the mid-distance, and mountains melting into the sombreness of night in the background. Such creations in metal, transferred, idealized, and enlarged from the *tsuba* of old times, bear astounding testimony to the artistic courage and technical force of the men that produce them. By-and-by the happy possessors of Shomin's *chefs-d'œuvre* will understand their good fortune. The particular specimen of which we have been speaking, like many others from the same hand, was purchased for the Imperial collection.

Perhaps it is not quite correct to speak of this exhibition as displaying any marked progress in metal work, for, after all, Shomin and his brother artists have been as well represented on previous occasions. But in ceramics a step in advance has certainly to be recorded. Shozan and Seifu have achieved fresh triumphs: the former by the exquisite delicacy of his monochrome glazes combined with designs *sous couverté*; the latter by his *celadons* and jewelled porcelains. These men, and with them we may class Takemoto, are doing work that stands entirely distinct from any of the pre-*Meiji* masterpieces, and approaches very closely to the celebrated wares of China.

Cloisonné and the so-called "cloisonless" enamels appear to have reached their summit of success: the exhibition offered no specimen without a precedent. Nor can we say that carvers in ivory and wood distinguished themselves more than usual.

A number of the finest specimens in all classes were secured by the Imperial Household Department. The Emperor must spend a large sum yearly in this manner. What such patronage signifies may be appreciated when we remember the immense satisfaction experienced by a Japanese subject fortunate enough to win his Sovereign's approval. Profit is of no account to him in comparison with such a distinction.—*Japan Mail*.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 26th May.

Hongkong racing men will feel an interest in our recent Meeting. What promised on its merits to be one of the most interesting meetings of the decade was spoiled by heat and wind. The thermometer was actually two and three degrees above the century, rendering life burdensome and racing almost a nuisance. The year's griffins gave the best display seen for a long time, the first three ponies actually beating the time record, notwithstanding the heat. Advance, the winner of the Maidens, Criterion Stakes, and Champions, is a phenomenally fine pony, indubitably the best of a fine lot. He belongs to Mr. Andrew, a *nom de cours* for one of the artificers or drivers on the China Railway and a thorough good "sport," a Yorkshireman, if I mistake not, and like all the Tykes showing an irresistible bias to the horse and all his works. It speaks volumes for racing in the North that the "Sport of Kings" is possible at all to men of modest means; and that so fine a pony should be picked up and trained at Tongshan and be sent down here to beat all the local cracks is a fine encouragement to the "small-stable owners." A cheerful feature of the entries this spring was that so many new men showed up; there were no leviathan stables and the honours were capitally divided. In the Champions the mile was done in the fine time of 2 min. 7 secs., but unhappily the last quarter was negotiated in the very teeth of a Northern "duster" and took 37 seconds. The Maidens was a record (1.31 3/5 for the three-quarters).

The Peiho river within seven miles of Tientsin has shoaled up so as to block the whole trade of the port. In some of the reaches there is barely seven feet and only one or two of the local tow boats can overcome the difficulties. We have often experienced this before and there is no reason to listen too intently to the

local jeremiads predicting that the port may permanently close. The trouble was caused not by loess silt, but by a hard sand brought down by freshets in the Hung-ho. This sand has formed adamant like bars and beds in the stream, and the present scour cannot move it. The block is a great nuisance to everybody; at one time there have been twenty steamers at the bar or in the river, and even the large resources of the local Tug and Lighter Company have been unequal to the occasion.

Railway matters are going on apace. The last development is a small three mile branch from Tientsin to the great East Arsenal. Although the arsenal has been going for twenty odd years all the ordnance and heavy material have had to be taken away by small boats or in carts over an unmacadamized road. The waste in time and labour may be imagined.

Chang Chih-tung not long ago sent in a tremendous memorial for a trunk line from Peking to Canton to be made under a German syndicate headed by Krupp of Essen. Nothing is known of the merits or demerits of the scheme, but the only immediate result was that His Excellency was peremptorily told to confine his despatches hereafter to so many hundreds of characters.

The Tientsin University is developing rapidly. The last batch of students is almost entirely from the Central Provinces; this is to balance the fact that the seniors are nearly all Hongkong Cantonese. Sheng Taotai seems really in earnest about the institution. A large new wing is about to be built. There are now 150 students.

Her Majesty's birthday was celebrated by a cricket match, Tientsin v H.M.S. *Linnets*. The result was disastrous to the local pride, for the *Linnets* in one innings (126) defeated Tientsin in two (42 and 38). For the first time a coconut matting pitch was tried; this, allied to fine bowling, good fielding, and the first class wicketkeeping (by Mr. Garde) was too much for the locals.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The 15th instant, being the Dragon-boat festival, is to be observed as a general holiday in Canton.

The Kaifong people of the Kwai-tak Gate have recently sent a petition to the new Governor asking him to take steps to prevent any further trouble being created by the Banner people, who are well known as the most mischievous race and who recently revolted against the Superintendent of the police force. It is said that the Viceroy and the Tartar General have sent a memorial to the throne relating the circumstances of the recent trouble.

On the 7th and 8th instant rain fell heavily in Canton and in the surrounding districts. Some streets in Canton are flooded owing to the high tide. The West river and the Pekong are respectively reported to be six feet and five feet higher than usual.

Owing to the famine in Kwangsi a good number of people have gone to the neighbouring district of Limchow to seek the necessities of life. The Canton Government a few days ago sent 4,041,501 catties of rice to Limchow for distribution to the sufferers.

On the 6th inst. a band of one hundred robbers made an attack on the village of Ping-ti. Twenty-eight houses were ransacked. The lukongs, who were few in number, dared not offer resistance and were all tied up by the robbers. A few villagers who tried to fight against the robbers were driven away. The robbers on their departure took a lukong along with them as hostage.

A typhoon was experienced in Shui-hing district on the 1st instant. Over ten houses were blown down, some large trees were uprooted, and a good number of houses were unroofed.

As plague has made its appearance in San-se, in Kuchow district, many people removed to live along the beach. They thought that localities near the water were safe and free from plague. On the 1st instant a typhoon occurred there, and all the houses along the beach were blown down, so that the people have been compelled to remove back to their old residences.

HONGKONG.

Among the patients who died from plague this week was, we are sorry to say, Inspector Moffatt, an official of the Sanitary Board. The disease, however, shows signs of abatement, as during the week there were only twenty-nine cases, bringing the total for the year up to 1082. One or two cases of interest have been heard at the Supreme Court, the principal one being an opium appeal, which was dismissed. On Saturday the Rifle Brigade Regatta was held. A very unusual amount of excitement was occasioned in the harbour last Monday owing to a cargo boat containing twelve hundred cases of kerosine catching fire. Three lives were lost.

The old *Opossum*, which for many years past has been used as the mooring vessel of Her Majesty's Navy, is advertised for sale.

Rain having fallen in sufficient quantity to replenish the reservoirs, the constant system of water supply was restored on the 15th June.

There were 3 cases of plague on the 9th June, 5 on the 10th, 6 on the 11th, 1 on the 12th, 2 on the 13th, 3 on the 14th, 5 on the 15th, and 4 on the 16th.

A chair coolie in the employ of Mr. C. W. Sprigga, 3, Morrison Hill, was on the 9th June fined \$10 or a month's imprisonment for refusing to obey orders.

The stamp revenue last month amounted to \$24,360, being an increase of \$6,397 on the amount collected in the corresponding month of last year.

The maximum temperature last month was 90.5, on the 31st, and the minimum 66.6, on the 8th, the mean for the month being 76. The rainfall amounted to 1.15 inches.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

Hongkong and Kowloon Wharf
and Godown Co., Limited \$50
Right Rev. Bishop Burdon, D.D. \$25
Ip Chuk Kai 15

The second engineer of the *Martha* was again brought up at the Police Court on the 10th June charged with shooting two coolies. The case was again remanded for a week in order to permit of the attendance of witnesses from the ship.

A Chinaman who had intended going to Honolulu by the *Doric* on Tuesday, having obtained a ticket for that purpose, by mistake went on board the *Mount Lebanon* on Monday. It was dark at the time and he fell down a hatch and was killed.

Mr. A. Mitchell Innes, Financial Adviser to the Siamese Government, is a passenger on the *P. & O. Arcadia* which left London on 8th May. On arriving at Singapore he will proceed to Java to present himself to the King of Siam.—*Siam Free Press*.

The *M. M. steamer Melbourne*, which arrived on the 10th June from Marseilles with the French mail of the 8th May, was a little beyond her due date owing to detention at Djibouti, and a slight derangement in her machinery between Aden and Colombo.

On Tuesday morning the dead body of a Chinese cook was found in the harbour by the police. The deceased had been employed on the *Gerard C. Tobey* and he was missed on Monday morning. It is thought he fell overboard whilst working near the side of the vessel.

The master of a shop on the Praya was charged on the 9th June by Inspector Hore with erecting two cocklofts without the permission of the Sanitary Board. The defendant's excuse was that he was a stranger to the colony and to the laws. He was fined \$25, with the alternative of six weeks' imprisonment.

Mr. J. F. Schœnicke, Commissioner of Customs at Kiungchow, in his report for 1895, says:—All the foreign soap imported was made in and arrived from Hongkong; it is packed in handsome wooden boxes containing 72 cakes each, and is sold for the small price of \$0.70 per box, or about 1 cent. per cake. The soap is good for all practical purposes and should there be an increasing demand in the future the Hongkong made article is sure to prevent its Western rival from ever gaining a footing here, unless the prices of the European product are reduced to a tenth of those ruling at present.

A couple of Chinamen were seen wandering inside the forts at Tsimstatsui on Monday and the sentry gave chase and caught one of them. At the Police Court on Tuesday the prisoner was fined \$50 or two months' hard labour.

Captain Sachse, manager of the kerosine tanks at Kowloon, failed to appear at the Police Court on Tuesday in answer to a summons charging him with dumping refuse on the fore-shore and the Magistrate ordered a warrant to be issued against him. The defendant was arrested and brought up at the Police Court on the 10th June when he was fined \$30.

We learn from the General Managers of Oliver's Freehold Mines and the New Balmoral Gold Mining Company that an offer to purchase the properties of the two Companies by the Anglo-Australian Company, London, has been accepted. The offer is subject to the mines being favourably reported on by the expert of the Anglo-Australian Company.

On the 15th June Mr. J. H. Prosser sold by auction a piece of Crown land at the South of Kennedy Road. It is Inland lot No. 1,379 and contains 35,690 square feet. The annual rental is \$268 and the upset price was \$5,354. There was only one bidder, the lot being knocked down to Mr. A. Shelton Hooper, who was acting on behalf of the Hongkong Land Investment and Agency Company, Limited, for \$5,374. One condition of the sale is that only European houses can be erected on the site.

The Bath-house Committee of the Victoria Recreation Club decided to accede to the wishes of the members expressed at the annual meeting for a bamboo fencing to be fixed round the bath. This shield is now almost completed and in a day or two members will be able to indulge in a swim without running the risk of being clinched by a jelly fish or being compelled to swallow tasty morsels such as decomposed cabbage, unhealthy looking corn cobs, and floating wreckage and dirt of "named varieties."

The question of the effect of the new duties on Hongkong's sugar trade with Japan is thus discussed by the *Hyogo News*:—"Hongkong appears to have very good grounds for disappointment but practically none for actual complaint in regard to the tariffs on sugars agreed to by England with Japan. To have met the views now so clearly enunciated would have required, in our humble opinion, the introduction of exceptions to a principle that is consistently adhered to in the convention. And such exceptions could not fairly have been made in their case alone. The acquisition of Formosa by Japan must in any event have dealt hardly with the trade in which Hongkong has so greatly profited. The building of refineries at Osaka and elsewhere is already a settled thing; in sugar, as in so many other goods, Japan is determined to meet the home demands with home products. Our sympathies are with the Hongkong protestants; but our sense of right is certainly not outraged by that to which they object. Once the general right of tariff making was conceded, the limitations were properly kept as few as possible. Fortune has been rather hard upon Hongkong of late; yet almost simultaneously with this last blow she has been granted what should prove a grand recompense. Will not these merchants agree that the projected opening of the West River is, indeed, 'an event of first-class importance to British trade?' Our contemporary, having referred at some length to the West River prospects and French competition via Tonkin, proceeds:—"Hongkong is primarily interested in these new possibilities; an era of unparalleled prosperity should commence. It is right that no market should be given up uncontested, but we fear that it is too late to change the conditions that must in future rule the foreign importation of sugar to Japan. The agreement does seem to assure a liberal bounty to Japanese traders; and this at a time when 'bounties' are being disfavoured by at least three of the European Powers that have most persistently upheld the system. The working out of many changes that Treaty Revision entails is now being awaited in a state of complete uncertainty. It will be wise to exercise patience before weaknesses are any further disclosed; and we are by no means assured that the results will be as bad in this matter of the sugar trade as Hongkong anticipates."

The following cutting from a home paper may amuse and edify our readers:—A letter has been received by a resident in Exeter from a friend at Hongkong, dated 9th April, of which the following is an extract:—"We have had the pleasure of capturing a Russian gunboat, with officers on board, taking sketches of our forts. They were taken before the Governor and fined, and their books forfeited. They were again captured for a similar offence at Shanghai. This place is infested with foreign war ships, who dare not fire for fear of exploding the mines under them."

At the Police Court on the 9th June before Hon. Commander W. C. H. Hastings, Chung Hoi, a sub-contractor, was charged with obtaining \$2 from Ng Tsz by menaces. The complainant is one of the masters of a furniture shop at 103, Hollywood Road, and the work of concreting the kitchen has been carried on for some days by order of the Sanitary Board. The defendant was seen by the prosecutor to go into the kitchen on several occasions to supervise the work, and on Friday last he told complainant that if he was not paid \$2 the cooking stove would be pulled down. Complainant said he would have to consult his partners and defendant, called later on when he was paid \$2. He was sent to gaol for four months with hard labour.

With reference to the Raub Gold Mining Co., Limited, we gather that there is some hitch in the arrangements for the installation of an electric plant with dynamos worked by motive power. A correspondent, writing to the *Straits Times* on various grievances in the Native States and the probability of their redress under Mr. Swettenham as Resident General, says:—"We have the Raub Company—an undoubtedly honest, genuine mining enterprise—smarting under the delay to allow it to use the waste water of a river for the purposes of electrical transmission of power." Thereupon the editor, after referring to the other grievances, remarks:—"The difficulties of the Raub Company belong, perhaps, to a different category, inasmuch as we believe that nothing has been settled there. It may, therefore, be that Mr. Swettenham may, in the case of Raub, have in himself power and authority to allow the Raub Company to use, for industrial purposes, river water that is at present running to waste. Even that we doubt, because it is no secret that the Governor is supposed to have half committed himself to the view that the Raub Company will not be allowed to use that waste water, unless the Company surrenders certain land rights which it at present possesses and uses."

MISCELLANEOUS.

The *Chefoo Express* of the 8th June says:—On Wednesday last an accident which threatened to result in a serious fire occurred on board the German steamer *Picciola*. While a Chinaman was attending to the lamps in the lamp-room, through his careless handling one exploded and the whole apartment was immediately enveloped in flames. Through the prompt action of the captain, who was on deck at the time (four o'clock in the morning), the flames were extinguished, but not before the native, to whose carelessness the accident was due, was badly injured. A blanket was quickly wrapped round him and he was conveyed to the hospital, but died on the day following.

The Hankow correspondent of the *N. C. Daily News* writes under date of 30th May:—The wet weather has been the cause of quite a mushroom crop of boundary stones in the locality of the French Consulate; and it is understood that our Gallic neighbours are making concessions to popular prejudice in the matter of *meum* and *tuum*, by relinquishing the attitude first adopted and expressing a willingness to entertain the question of purchase. This strikes the non-official mind as being a more reasonable basis of negotiation than "what's yours is mine, and what's mine's my own, so out you get!" It is a curious fact, and one which was duly commented on at the meeting, that the letter sent to the Race Club Stewards was not officially signed; although your own correspondent has sent you a version in which the signatory's official status appears in brackets.

COMMERCIAL.

TEA.

CANTON, 16th June.—Macao Congous.—There has been rather more doing, settlements during the past fortnight amounting to 4,300 boxes at Tls. 10½ to 23 per picul, showing no change in value. The improved quality noticed in our last has been well maintained, and several small parcels of Fine Tea have been sold at reasonable prices. Hoyune Congous.—Are of good quality, and about 1,000 boxes have changed hands at Tls. 12 to 20 per picul. Scented Capers.—The market was opened on the 5th inst. and on the following days buying became general, settlements to date aggregating 50,000 boxes, at Tls. 10½ to 31 per picul, against 6,000 boxes during the first two weeks of last season. About 33,000 boxes go forward in four steamers leaving within the next two days. The Crop is decidedly inferior to last year's, the Teas being worse in appearance, liquor, and infusion, but the scenting is on the whole, good. Prices are, roughly speaking, 10 to 15 per cent. lower than last year's opening rates, or say Tls. 1½ per picul for Common and Medium, and Tls. 3 to 4 per picul for Fine, whilst Curio have realized comparatively higher prices, and are very little, if anything, lower. S. O. Pekoes.—The usual quantity of Ouchaine is included in the Caper settlements. About 1,000 boxes of Long-leaf have been taken here and at Macao, at Tls. 20 to 24 per picul.

Foochow, 5th June.—Musters were placed on the 25th ult., and the following districts have since been dealt in:—

Congous—44,374 half-chests.

Viz:—

Pakling 26,448 boxes.
Panyong 6,165 half-chts.
Suey Kut 1,581 "
Yung How 893 "
Saryune 10,682 "
Seu Moo 14,700 "
Tong Fong Tong 1,537 "

Souchongs—22,927 half-chests.

Oolongs—None.

Scented Teas—560 boxes.

Flowery Pekoes—2,630 chests.

Hankow, 8th June.—Business reported since the 1st inst. is as under:—

	1896.	1895.
Settlements ... 118,949 ½-chts.	94,761 ½-chts.	
Consisting of the following Teas:—		
	per picul.	
Ningchows... 3,667 ½-chts. at Tls. 12.00 to 48.00		
Khemuns ... 2,993 " " 15.00 to 25.00		
Ho-hows.... 3,172 " " 9.75 to 11.30		
Wenchows... 796 " " 12.50 to 13.00		
Kutoans.... 2,645 " " 11.50 to 13.00		
Oopacks.... 9,591 " " 10.50 to 35.00		
Oonams.... 17,218 " " 9.50 to 16.50		
Oonfaas.... 36,446 " " 14.75 to 23.75		
Seang-tams.. 7,898 " " 7.50 to 15.25		
Ichang.... 1,553 " " 22.00 to 57.00		

The following are statistics at date compared with the corresponding number of days from the opening of last season, viz., 30 days:—

	1896.	1895.
Hankow Tea.		
Settlements ... 330,066 ½-chts.	477,760 ½-chts.	
Stock 149,996 " "	41,001 " "	
Arrivals..... 480,062 " "	518,751 " "	
Kiukiang Tea.		
Settlements ... 201,377 ½-chts.	243,411 ½-chts.	
Stock 30,311 " "	10,140 " "	
Arrivals..... 241,688 " "	253,551 " "	

The entire business to date as compared with the corresponding number of days from the opening of last season, viz., 30 days, is as under:—

	1896.	1895.
For London and America 154,000 ½-chts.	133,000 ½-chts.	
For Russia 377,443 " "	583,161 " "	
	531,443 " "	721,161 " "

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1896-97	1895-96
Yokohama 3,036,094	3,617,492	
Kobe 665,067	1,170,801	
	3,701,161	4,788,293

SILK.

CANTON, 16th June.—Tsatlces—Remain quiet with a fair demand for B mabay. A settlement of 100 Bales, of which 50 Bales are going by the present mail, has been made for London on or about the basis of subjoined quotations. Re-ree's—Still fail to attract attention. Filatures.—A better tone has prevailed during the fortnight. Buying for Lyons has been pretty general and a fairly large business has resulted. The engerness of holders to realize has prevented any recovery in prices. Some latest sales in fact show a decline of \$10/12½ per picul on those made earlier in the fortnight and many sellers would entertain still further concessions. Prices paid are: \$605/595 for Min King Lun and Kwong Shun Hang 11/13 Best, \$600 for Cheong Kee, Shing King Lun 9/11, \$580 for Bon 2e ordre 10/12, \$565/570 for 2e. ordre 12/12, \$49½ for King Wo Cheong 18/22, \$475/455 for 3e. ordre 11/13, 13/15. Shortreels for America remain entirely neglected, but have been in some enquiry for Lyons at about \$46½ for 3rd class 14/18. Waste.—The slight demand, previously ruling has dropped, and prices have declined 2 to 3 per cent. Stocks.—Tsatlces, 500 bales; Filature, 45,000 bales. We append quotations in Canton, with laying down cost in London and Lyons. Exchange 6 months' sight 2 2½ and Fra. 2.82 per Dollar:—

Settlements for the fortnight:—

	1896-97.	1895-96.
For Europe ... 200 0 bales	1,200 bales.	
For America ... 100 " "	40 " "	
For Bombay ... 80 " "	120 " "	
	[& 10 piculs.]	[& 70 piculs.]

SHANGHAI, 11th June.—(From Mr. A. R. Burkill's circular) London advices are to the 9th current, and quote a steady market with Gold Kilings at 8½ and Blue Elephant at 10½. Raw Silk.—There has been a general hardening of prices during the week as confirmatory news of short yields kept arriving from various districts. Home markets are steadier and a few orders have been received the past day or two on a basis of Tls. 32½ for Gold Kilings. Tsatlces.—Settlements amount to 200 bales at the quotations given below, these with about 100 bales China Filatures constitute the business of the week. New Crop.—There seems no doubt now that this season's production is short, and the most reliable estimates place it at 15 per cent. less than the crop of 1895/96. A small daily business is doing on the up-country markets on a basis of Tls. 330 of Gold Kilings. Reports as to size and quality of the new Silk are favourable. Arrivals, as per Customs Returns 4th to 10th current, are 12 bales White, 28 piculs Yellow, and 75 piculs Wild Silk. Waste Silk.—No business. Pongees.—No purchases reported. The export of Steam Filatures since 1st June is:—To the Continent 7 bales. P.S.—A settlement of new season's Gold Kilings is reported this p.m. at Tls. 335.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1896-97	1895-96
Canton 822	763	
Shanghai 653	1,038	
	1,475	1801

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1896-97	1895-96
Canton 40	527	
Shanghai 73	536	
	113	1,063

CAMPHOR.

HONGKONG, 17th June.—Large supplies are now coming steadily to hand and there seems no prospect of a recovery in prices. Quotations for Formosa are \$38.50 to \$39.00. During the past week sales have been 180 piculs.

SUGAR.

HONGKONG, 17th June.—The market is dull and a further decline in prices is reported. Following are the quotations:—
Shekloong, No. 1, White... \$7.14 to 7.16 per picul.
do. " 2, White... 6.50 to 6.53 "
Shekloong, No. 1, Brown... 4.47 to 4.49 "
do. " 2, Brown... 4.27 to 4.30 "
Swatow, No. 1, White... 7.02 to 7.05 "
do. " 2, White... 6.39 to 6.42 "
Swatow, No. 1, Brown... 4.35 to 4.38 "
do. " 2, Brown... 4.22 to 4.25 "
Soochow Sugar Candy 10.78 to 10.80 "
Shekloong " 9.22 to 9.25 "

MISCELLANEOUS EXPORTS.

The steamer *Sarpedon*, Hongkong to London, 20th May, took:—1,161 boxes Tea (20,646 lbs. Congou), 9 cases Blackwoodware, 30 cases China-ware, 4 cases Cigars, 3 cases Curios, 750 rolls Mats, 25 cases Preserves, 100 bales Split Bamboos, and 53 packages Sundries; for Liverpool:—1 case Cigars; for Monte Video:—60 rolls Matting; for Buenos Ayres:—45 rolls Matting.

The steamer *Ulysses*, Hongkong to London, 27th May, took:—21 cases Cigars, 340 cases M. O. P. Shells, 200 cases Soy, 169 rolls Matting, and 4 packages Sundries; for London option Manchester:—205 bales Waste Silk; for Liverpool:—11 cases Cigars, and 15 cases Chinese Paper; for Glasgow:—10 cases Ginger, and 20 boxes Ginger; for Hamburg:—2 cases Cigars; for Buenos Ayres:—300 rolls Matting.

The German steamer *Hertha*, Hongkong to Suez, 3rd June, took:—1 package Merchandise; for Havre:—282 rolls Matting, 312 packages Tea, 19 cases Human Hair, 10 cases Bristles, 140 bales Canes, and 7 cases Feathers; for Havre option Hamburg:—58 rolls Matting, 20 cases Paper, 8 bales Hair, and 2 cases Earthenware; for Havre option Hamburg option London:—100 cases Bristles, and 214 cases Camphor; for Havre option Hamburg option London option Antwerp:—183 cases Bristles; for Hamburg:—245 Palm Leaf Fans, 60 cases Bristles, 25 bales Rattan Shavings, 136 bales Rattan Core, 1,000 cases Tea, 5 cases Rice Paper, 457 bales Canes, 104 cases Camphor, 23 cases Bamboo Fans, 1,000 cases Cassia, 2 cases Feathers, 5 cases Vermilion, 6 cases Brassware, 200 bales Chinaware, 1 case Silks, and 11 packages Sundries; for Hamburg option London:—9 cases Bristles; for Amsterdam:—1 case Curios; for London:—140 bales Canes; for New York:—35 cases Essential Oil.

The steamship *Deike Rickmers*, Hongkong to Antwerp option Bremen option Hamburg, 9th June, took:—20 cases Bristles; for Bremen:—1 case Silk, 2 cases China Ink, and 6 packages Camphor-wood Trunks; for Marseilles:—1 box China Ink, 6 bales Hair, and 21 packages Tea; for Amsterdam:—6 cases Palm Leaf Fans, and 111 cases Chinaware; for Hamburg:—1 case China Ink, 15 cases Cassia Oil, 50 cases Palm Leaf Fans, 75 bales Rattan Shavings, 187 bales Raw Rattans, and 300 packages Crackers; for Antwerp:—9 cases Chinaware, 10 bales Bamboo Scraps, 100 cases Bristles, 155 bales Split Bamboo, 170 bales Rattan Core, and 1,120 bales Rattan Shavings.

The steamer *Natal*, Hongkong to France, 10th June, took:—370 bales Raw Silk, 29 cases Silk Piece Goods, 5 cases Essential Oil, 6 cases Bristles, 32 cases Furnitures, 524 packages Tea, and 23 packages Plants; for Milan:—45 bales Raw Silk; for London:—2 cases Silk Piece Goods.

OPIUM.

HONGKONG, 17th June.—Bengal.—The market ruled dull until towards the close, when a slight firmness set in, New Patna being quoted at \$685, Old Patna at \$717½, New Benares at \$697½, and Old Benares at \$735.

Malwa.—Business has continued slack, and prices have receded. Current quotations are as under:—

New \$730 with all'ance of 2 to 3½ cts.
Old (2½ yrs.) \$750 " 1 to 2½ "
" (5/7 ") \$760 " ½ to 2½ "
" (8/10 ") \$770 " 1½ to 2 "

Persian.—There has been very little doing during the interval. Rates continue on the decline, latest figures being \$570 to \$600 for Oily, and \$570 to \$625 for Paper-wrapped descriptions according to quality.

To-day's stocks are estimated as under:—

New Patna..... 1,850 chests.
Old Patna 470 "
New Benares 130 "
Old Benares 77 "
Malwa 480 "
Persian 1,261 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1896.	\$	\$	\$	\$	\$	\$
June 10	682½	717½	690	735	730/750	760/770
June 11	680	717½	690	735	730/750	760/770
June 12	685	720	695	735	730/750	760/770
June 13	690	722½	702½	740	730/750	760/770
June 14	690	722½	705	740	730/750	760/770
June 15	675	717½	690	730	730/750	760/770
June 16	678½	717½	691½	730	730/750	760/770
June 17	685	717½	697½	735	730/750	760/770

COTTON.

HONGKONG, 17th June.—Since the last mail left a further decline of 50 cents per picul has taken place in Bengal. The market closes quiet. Stocks: Bengal, about 7,500 bales; Ningpo, nil. Bombay \$12.00 to 15.00 p. pl. Kurrachee 12.00 to 14.50 " Bengal, Rangoon, and Dacca 14.30 to 15.30 " Shanghai and Japanese.. 17.00 to 19.00 " Tungechow and Ningpo.. 17.00 to 19.00 " Madras 12.00 to 15.50 " Sales: 1,200 bales Bengal, Rangoon, and Dacca.

RICE.

HONGKONG, 17th June.—The Canton market is weak and prices are declining. Closing quotations are:—

	per picul.
Saigon, Ordinary	\$2.25 to 2.28
" Round, good quality	2.57 to 2.60
" Long	2.68 to 2.70
Siam, Field, mill cleaned, No. 2	2.55 to 2.58
" Garden, " No. 1	2.76 to 2.79
" White	3.07 to 3.10
" Fine Cargo	3.27 to 3.30

COALS.

HONGKONG, 17th June.—Sales of 2,400 tons Cardiff and 4,000 tons Japanese are reported. Quotations are:—

Cardiff	\$12.50 to 12.85 ex ship, nominal.
Australian	6.50 to 6.75 ex ship, nominal.
Milke Lump	5.60 to 5.75 ex ship, nominal.
Milke Small	4.65 to — ex ship, do
Moji Lump	4.28 to 5.50 ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 17th June.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—25 bales No. 6 at \$64, 25 bales No. 8 at \$68, 940 bales No. 10 at \$69 to \$75.50, 480 bales No. 12 at \$74 to \$78, 370 bales No. 16 at \$80 to \$89, 805 bales No. 20 at \$80.75 to \$91.50. Grey Shirtings.—600 pieces 8½ lbs. 3 Dogs at \$2.92½, 900 pieces 8½ lbs. Blue Fish at \$2.32½, 300 pieces 8½ lbs. Blue Peach at \$2.80. White Shirtings.—250 pieces X 6 at \$3.50, 300 pieces Man and Tiger at \$4.30, 300 pieces N. 1 at \$5.70, 250 pieces Elephant at \$4.80, 501 pieces Ship and Elephant at \$4.65.

METALS.—Tin.—500 boxes tinplates at \$5.05. Iron.—2,000 bundles nail rods, Belgian No. 1.6, at \$3.15. Quicksilver.—50 flasks at \$104.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20	\$63.00 to \$61.00
English—Nos. 16 to 24	104.00 to 108.00
" 22 to 24	109.00 to 112.00
" 28 to 32	114.00 to 119.00
" 38 to 42	124.00 to 131.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—Gills	1.40 to 1.55
7½ lbs.	1.85 to 2.05
8½ lbs.	2.20 to 3.10
9 to 10 lbs.	3.20 to 4.00
White Shirtings—54 to 56 rd.	2.30 to 2.50
58 to 60 "	2.65 to 3.25
64 to 66 "	3.30 to 3.75
Fine	4.05 to 6.90
Book-folds.	3.20 to 5.40
Victoria Lawns—12 yards	0.60 to 1.25
T-Cloths—Gills, (32 in.), Ord'y.	1.40 to 1.55
7½ lbs. (32 ")	1.80 to 2.95
6½ lbs. (32 "), Mexs.	1.60 to 1.75
7½ lbs. (32 ")	2.15 to 2.40
8 to 8½ lbs. (36 in.)	2.35 to 3.05
Drills, English—40 yds, 13½ to 14½ lbs.	3.20 to 4.30

FANCY COTTONS

Turkey Red Shirtings—1½ to 5½ lbs.	1.30 to 3.50
Brocades—Dyed	3.75 to 4.50
Damasks	0.12 to 0.15
Chintzes—Assorted	0.07 to 0.10
Velvets—Black, 22 in.	0.21 to 0.28
Velveteens—18 in.	0.16 to 0.20

Handkerchiefs—Imitation Silk 0.40 to 0.85
WOOLLENS

	per yard
Spanish Stripes—Sundry chops.	0.60 to 0.95
German	1.00 to 1.15
Habit, Med., and Broad Cloths.	1.25 to 3.50
Long Ells—Scarlet	6.90 to 8.00
Assorted	7.00 to 8.10
Camlets—Assorted	13.00 to 27.00

Lastings—30 yds., 31 inches, Assorted }	10.00 to 18.00
Orleans—Plain	3.00 to 3.60
Blankets—8 to 12 lbs.	4.20 to 4.80

METALS

	per picul
Iron—Nail Rod	3.05 to —
Square, Flat Round Bar	3.00 to —
Swedish Bar	4.75 to 4.80
Small Round Rod	3.55 to —
Hoop	4.50 to —
Old Wire Rope	3.00 to —
Lead, Australian	6.70 to —

	per case
Yellow Metal—Muntz, 14/28 oz.	25.50 to —
Vivian's, 16/32 oz.	25.00 to —
Elliot's, 16/28 oz.	24.50 to —
Japan Copper, Slabs	24.75 to —
Tin	35.50 to 35.75

	per box
Tin-Plates	4.90 to —
	per cwt. case
Steel	4.25 to —

SUNDRIES

	per picul
Quicksilver	105.50 to —
	per box
Window Glass	3.30 to —
	per 10-gal. case
Kerosene Oil	1.95 to —

SHANGHAI, 11th June.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade report.)—Dealers have continued to buy on the free style that has characterized their transactions of the past two weeks, and apart from their doings giving a buoyant feeling to the market, it must be a comfort to sellers and buyers alike that some one has confidence in the future course of prices. Among Chinese it is openly stated that prices in the immediate future must go up and from enquiries made it would appear that advices from the various outports are much better than the vague reports that are given out to importers; otherwise it is difficult to understand why dealers should be contracting for such large quantities of goods, not merely for immediate delivery, but for very distant arrival. The principal buyers have been from Tientsin and Newchwang, but Hankow dealers have not been idle, and taken altogether the advices from the outports are very satisfactory indeed, more so than for some time past.

CLOSING QUOTATIONS

WEDNESDAY, 17th June.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/2½
Bank Bills, on demand	2/2½
Bank Bills, at 30 days' sight	2/2½
Bank Bills, at 4 months' sight	2/2½
Credits, at 1 month's sight	2/2½
Documentary Bills, 1 month's sight	2/2½
ON PARIS.—	
Bank Bills, on demand	2.77
Credits, at 4 months' sight	2.82
ON GERMANY.—	
On demand	2.24
ON NEW YORK.—	
Bank Bills, on demand	53½
Credits, 60 days' sight	54½
ON BOMBAY.—	
Telegraphic Transfer	188
Bank, on demand	188½
ON CALCUTTA.—	
Telegraphic Transfer	188
Bank, on demand	188½
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	72½
ON YOKOHAMA.—	
On demand	14½ pm.
ON MANILA.—	
On demand	16½ pm.
ON SINGAPORE.—	
On demand	1½ pm.
SOVEREIGNS, Bank's Buying Rate	8.93
GOLD LEAF, 100 fine, per tael	46.80

JOINT STOCK SHARES.

HONGKONG, 17th June.—The market has continued fairly active since date of our last, and rates generally have ruled with an upward tendency. At time of closing rates are steady at quotations.

BANKS.—Hongkong and Shanghai.—A further rise of £1 in the London quotation (which is

now £43.10) and the small demand from the North reported in our last have at last had the effect of strengthening our market and cash shares have changed hands at 187, 188, 189, and 190 per cent. prem. Time shares have been placed for August at 195 and 196 per cent. prem. and at 197 and 198 per cent. prem. for September. Market closes with probable sellers at 190 cash and at 196 for August. Nationals have found buyers at \$29, and more shares could be placed at the rate.

MARINE INSURANCES.—China Traders continue steady with small sales at \$79½. Unions have advanced with sales to \$230, closing with buyers. Cantons have found small buyers at \$200. Straits have ruled out of favour with no business at \$29. Yangtszes have declined to \$130 in the North, and North-Chinas to Tls. 1 f8.

SHIPPING.—Hongkong, Canton, and Macao continue quiet with small sales at \$34½. Indo-Chinas have been dealt in, in fair lots, at \$66 cash and \$67/68 for September, market closing steady at \$66 cash. Douglasses have been comparatively neglected, and close somewhat weaker at \$63; on time a good many shares have been placed at \$66½ and \$67 for September. China and Manilas have ruled in steady demand, without bringing out any shares, at from \$67 to \$72; we have no sales to report as holders refuse to part with their scrip. China Mutuals have been neglected.

REFINERIES.—China Sugars are reported to have changed hands for October at \$120; the cash rate has ruled weak with sellers at \$115 and later at \$114. Luzons have materially improved their position with reported sales at \$64, \$65, \$66, \$67, \$68, and \$70 per share. At time of closing shares are on offer at \$69, without finding buyers.

MINING.—Punjoms.—With still no result of the May Cyanide clean up the stock has continued neglected and beyond a few small sales at \$15½ and \$15½ we have no business to report. Balmorals have found buyers at \$3.25 and \$3.15, and Olivers at \$8½ (A) and \$4 (B). The arrangement with the Anglo and Australian Co. reported in our last has been finally settled. Jebebus have been in demand and sales have been effected at \$3.30, more shares being wanted at the rate. Raubs have ruled steady at \$5½ to \$5½ with small sales.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have been nearly totally neglected and we have nothing to report beyond a few small cash sales at 184 and 183 per cent. prem. At time of writing shares are obtainable at the latter rate. Kowloon Wharves have experienced quite a boom, a good many shares having changed hands at from \$53 to \$58. The progress of negotiations with the Wanchai Warehouse Co. to lease their Godowns for a period of from 5 to 10 years, and the consequent probability of being able to raise storage and landing rates, is the cause of the boom. There appears to be some difference of ideas between the two Companies with regard to the period of the proposed lease and on some minor points, and if rumour is to be believed the directors of the Kowloon Wharf Co. are far from unanimous in their opinion as to the advisability of the scheme. They have already held two meetings and another one is called for to-morrow, at which we believe the question will be settled one way or the other. Wanchais have been enquired for in sympathy with Kowloons, but we have heard of no sales.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have ruled firmer, and sales have been effected at \$72, market closing firm with further buyers at that rate. Hotels show a considerable decline without, as far as we know, any business. Offers to sell at \$34 meeting with no response, and several lots of shares being on the market, the rate quickly fell to \$29, at which rate shares are still obtainable without finding buyers. West Points neglected. Humphreys have changed hands at \$9.

MISCELLANEOUS.—Green Islands continue in fair demand and a fair number have changed hands at \$17½. Watsons have been negotiated at \$12½ and \$12½. Browns are enquired for at \$5½ without finding sellers. Electrics have ruled steady with sales at \$7½ and \$7½. Ropes have improved to \$126 after sales at \$123, \$124, and \$125, and Fenwicks have advanced to \$28½ after small sales at \$27 and \$27½.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[362.50]
Hongkong & S'hai...	\$125	190 p. ct. prem. =
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$29, sales & buyers
Founders Shares...	£1	\$115, sellers
Bell's Asbestos E. A. ...	15s.	\$7, sellers
Brown & Co., H. G. ...	\$50	\$54, sales & buyers
Campbell, Moore & Co.	\$10	\$5
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$114, sellers
Dakin, Cruick's & Co.	\$5	\$0.50 sales
Dairy Farm Co.	\$10	\$5
Fenwick & Co., Geo. ...	\$25	\$28, sales & buyers
Green Island Cement...	\$10	\$17, sales & buyers
H. & China Bakery ...	\$50	\$30
Hongkong & C. Gas ...	£10	\$100, buyers
Hongkong Electric ...	\$8	\$7, sales & sellers
H. H. L. Tramways ...	\$100	\$96
Hongkong Hotel	\$50	\$29, sellers
Hongkong Ice	\$25	\$108
H. & K. Wharf & G. ...	\$50	\$54, sales & sellers
Hongkong Rope	\$50	\$126, sellers
H. & W. Dock	\$125	183 p. ct. prem. =
Insurances—		[\$353.75 sal. & sel.]
Canton	\$50	\$200, sales
China Fire	\$50	\$97, sales & sellers
China Traders'	\$25	\$79, sales
Hongkong Fire	\$50	\$337, sales
North-China	£25	Tls. 198
Straits	\$20	\$29
Union	\$25	\$230, sales & buyers
Yangtze	\$60	\$130
Land and Building—		
H. Land Investment...	\$50	\$72, sales & buyers
Humphreys Estate...	\$10	\$9, sales & sellers
Kowloon Land & B. ...	\$30	\$18, buyers
West Point Building	\$40	\$18, sellers
Luzon Sugar	\$100	\$69, sellers
Mining—		
Charbonnages	Fcs. 500	\$72
Jebebu	\$5	\$3.30, sal. & buyers
New Balmoral	\$3	\$3.15, sellers
Oliver's Mines, A. ...	\$5	\$8, buyers
Do. B. ...	\$2	\$4, sales
Punjom	\$4	\$15, sales & sellers
Do. Preference...	\$1	\$3.70 sales
Raub	13s. 10d.	\$5.50, sales & sellers
Steamship Coys.—		
China and Manila ..	\$50	\$72, buyers
China Mutual Ord...	£5	£7.10 sellers
Do. Preference...	£10	£8 10, sales & sellers
Douglas S. S. Co. ...	\$50	\$63, sales
H., Canton and M. ...	\$15	\$34, sales & sellers
Indo-China S. N. ...	£10	\$66, sales & buyers
Wanchai Warehouse Co.	\$37	\$40, buyers
Watson & Co., A. S. ...	\$10	\$12.25, sales

CHATER & VERNON, Share Brokers.

SHANGHAI, 12th June.—(From Messrs. J. P. Bisset & Co.'s report.)—Banks.—Hongkong and Shanghai Banking Corporation.—A number of shares have changed hands during the week at 182½ to 184 per cent. premium, for cash, and at 185 per cent. for delivery on the 30th current. Shares were sold for delivery on 31st August at 193 per cent. premium, and from Hongkong at 193 and 194 per cent. premium. Nationals are enquired for at \$29. Shipping.—But a limited business has been done in Indo-China S. N. shares, at Tls. 49 for cash, and Tls. 49 for July and Tls. 49 for August. Shares were sold to Hongkong to-day at \$66. Hongkong, Canton and Macao Steamboat shares have been sold, to Hongkong, at \$34 cash and \$34 for the end of June. Douglas Steamship shares are wanted at \$62. Docks.—Shares in Boyd & Co. have been sold, and are offering, at Tls. 207½. Shares in S. C. Farnham & Co. have changed hands at Tls. 210 cash, Tls. 210/212½ for June, and Tls. 215 for August. Marine Insurance.—Business has been confined to Yangtze Insurance shares, which have been sold at \$138 to \$130 cash, \$145 for October, and \$150 for November. China Traders' are offering at \$79½. North-Chinas are wanted at Tls. 200, Unions are wanted at \$280, Cantons are offering at \$200, and Straits are offering at \$29. Fire Insurance.—Hongkongs are unchanged, with Hongkong sellers at \$335. Chinas have been placed at \$93 cash and \$94 for delivery on the 30th current. Wharfs.—Shanghai and Hongkew shares are offering at Tls. 125. Hongkong and Kowloon Wharf and Godown shares have been sold to Hongkong at \$49½, and are in strong demand at \$52.50. Mining.—Sheridan Consolidated Mining and Milling shares have been sold at Tls. 3.50. Tugs.—The Shanghai Tug Boat Co. has declared an interim dividend of 5 per cent., payable on the 15th current. Sugars.—Perak Sugar Cultivation

shares have been placed, and are offering, at Tls. 45. China Sugar Refining shares were sold to Hongkong at \$116 for cash, and purchased at \$117/118½ for July and \$119½ for August. Luzon Sugar Refining shares are wanted. Lands.—Shanghai Land Investment shares were placed at Tls. 82. Industrial.—Shares in Major Brothers have been sold at Tls. 43/44, in the Ewo Cotton Co. at Tls. 85 and Tls. 80, in the International Cotton Co. at Tls. 100, and in the Laou-kung-mow Co. at Tls. 100. Miscellaneous.—In Tobacco shares, a sale of Shanghai-Sumatra is reported at Tls. 127½ for August delivery, and there are cash sellers at Tls. 120. Shanghai Langkats changed hands at Tls. 675 cash and Tls. 700 to Tls. 750 for July delivery. Hall & Holtz shares have been placed at 33, and are offering. Quotations are:—

Hongkong and Shanghai Banking Corporation.

—\$355.

National Bank of China, Ltd.—\$29.

National Bank of China, Ltd., Founders.—\$115.

Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.

Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.

Bank of China, Japan, and The Straits, Limited, deferred shares.—£2.

Indo-China Steam N. Co., Ltd.—Tls. 47.50.

China-Mutual Steam Nav. Co. pref. shares.—

£8.50.

China-Mutual Steam Nav. Co. ord. shares.—

£3 1s. 6d.

Hongkong, Canton and Macao Steamboat Co.

—\$33½.

Douglas Steamship Co., Ltd.—\$60.

Boyd & Co., Ltd., Founders.—Tls. 300.

Boyd & Co., Limited.—Tls. 207.50.

S. C. Farnham & Co.—Tls. 210.

Hongkong and Whampoa Dock Co., Ltd.—\$348½.

China Traders' Insurance Co., Ltd.—\$79½.

North China Insurance Co., Ltd.—Tls. 200.

Union Insurance Society of Canton, Ltd.—\$220.

Yangtze Insce. Assn., Ltd.—\$130.

Canton Insurance Office, Ltd.—\$20.

Straits Insurance Co., Ltd.—\$2½.

Hongkong Fire Insurance Co., Ltd.—\$325.

China Fire Insurance Co., Ltd.—\$93.

Shanghai & Hongkew Wharf Co.—Tls. 125.

Bir's Wharf Hide-curing and Wool-cleaning

Company.—Tls. 55.

Hongkong and Kowloon Wharf and Godown

Company, Limited.—\$52 50.

Sheridan Consolidated Mining and Milling

Company, Limited.—Tls. 3½.

Punjom Mining Co., Ltd.—\$15½.

Punjom Mining Co., Ltd., pref. shares.—\$3½.

Jebebu Mining & Trading Co., Ltd.—\$3.50.

Raub Australian Gold Min. Co., Ltd.—\$5½.

Shanghai Tugboat Co., Ltd.—Tls. 200.

Taku Tug & Lighter Co., Ltd.—Tls. 115.

Shanghai Cargo Boat Co.—Tls. 200.

Co-operative Cargo Boat Co.—Tls. 185.

Perak Sugar Cultivation Co., Ltd.—Tls. 45.

China Sugar Refining Co., Ltd.—\$114½.

Luzon Sugar Refining Co., Ltd.—\$62.

Shanghai Land Investment Co., Ltd. (fully paid).

—Tls. 82.

Shanghai Land Investment Co., Ltd. (\$3 paid).—

Tls. 60.

Hongkong Land Invest. & A. Co., Ltd.—\$71.

Kowloon Land & Building Co., Ltd.—\$19½.

Humphreys Estate and Finance Co., Ltd.—\$9½.

Major Brothers, Limited.—Tls. 44.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 80.

International Cotton Man. Co., Ltd.—Tls. 100.

Laou-kung-mow Cotton Spinning and Weaving

Co., Ltd.—Tls. 100.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 400.

Shanghai Ice Company.—Tls. 155.

Shanghai Gas Co.—Tls. 260.

Shanghai Waterworks Co., Ltd.—Tls. 256.

Shanghai Sumatra Tobacco Co.—Tls. 120.

Shanghai Langkat Tobacco Co., Ltd.—Tls. 675.

Shanghai Langkat Tobacco Co., Ltd., Founders.

—Nominal.

Shanghai Horse Bazaar Co., Ltd.—Tls. 66.

J. Ilwellyn & Co., Limited.—\$70.

Hall & Holtz, Ltd.—\$33.

A. S. Watson Co., Limited.—\$12½.

Bell's Asbestos Eastern Agency, Ltd.—\$8.

Hongkong Electric Co., Ltd.—\$7.

TONNAGE.

HONGKONG, 17th June.—During the past fortnight our freight market has been very dull and there has been very little demand for steamers coastwise. From Saigon to Hongkong there has been nothing doing, charterers having been unable to operate owing to the prices of grain having increased in Saigon while they have decreased here, and there does not seem to be much prospect of any immediate resumption of business in this direction. The rate

nominal is about 9 cents for small steamers, but large steamers are not wanted. Bangkok to Hongkong, there has been one settlement at 11½ and 16½ cents per picul, but further tonnage there is no demand for. From Newchwang to Canton business continues very dull, but there is very little enquiry. Java to Hongkong, there is no enquiry. In Japan coal freights, there is very little doing. Moji to this may be quoted at \$1.30 and to Singapore tonnage could probably be obtained at \$1.75. For sail freight three fixtures are reported and present requirements for New York appear to be about satisfied. For San Francisco there does not seem to be any urgent demand for tonnage.

There are six vessels disengaged in port, registering 9,467 tons.

The following are the settlements:—

W. H. Conner—American ship, 1,424 tons, Shanghai and Hongkong to New York, private terms.

Josephus—American ship, 1,397 tons, Shanghai and Hongkong option Shanghai and Kobe to New York, private terms.

Paul Revere—American ship, 1,657 tons, Shanghai and Hongkong to New York, private terms.

Columbus—German ship, 1,429 tons, proceeds to Port Blakely, under orders from owners.

Macduff—British steamer, 1,832 tons, Moji to Hongkong, \$1.30 per ton.

Afridi—British steamer, 2,354 tons, Moji to Hongkong, \$1.25 per ton.

Afridi—British steamer, 2,354 tons, Moji to Hongkong, recharter part cargo, \$1.30 per ton.

Tyr—Norwegian steamer, 1,646 tons, Moji to Hongkong and Canton, two trips, \$1.30 and \$1.70 per ton.

Amigo—German steamer, 822 tons, Moji to Swatow, \$1.60 per ton.

Holsen—German steamer, 1,103 tons, Hongay to Hongkong, 90 cents per ton.

Macduff—British steamer, 1,882 tons, hence to Yokohama and Kobe, \$3.750.

Martha—German steamer, 1,560 tons, hence to Nagasaki and Kobe, 12 cents and 18 cents per picul.

Piccola—German steamer, 875 tons, Newchwang to Canton, 19½ cents per picul.

Chefoo—British steamer, 684 tons, Newchwang to Canton, 19½ cents per picul.

Gloucester City—British steamer, 1,429 tons, Bangkok to Hongkong, 11½ cents and 16½ cents per picul.

Holstein—German steamer, 1,103 tons, monthly, 3/3 months, \$4,050 per month.

China—German steamer, 1,093 tons, monthly, 10 months, \$4,600 per month.

Rio—German steamer, 1,265 tons, monthly, 12/3 months, private terms.

Cosmopolit—German steamer, 671 tons, monthly, 4/2 months, \$2,800 per month.

Apenrade—German steamer, 696 tons, monthly, 2 months, \$3,500 per month.

VESSELS ON THE BERTH.

For LONDON.—Moyune (str.), Manila (str.), Japan (str.), Hector (str.), Glengarry (str.), Carmarthenshire (str.).

For HAVRE.—Ceres (str.).

For BREMEN.—Prinz Heinrich (str.).

For SAN FRANCISCO.—Socotra, China (str.), Belgic (str.).

For MARSEILLES.—Balmoral (str.), Caledonian (str.).

For VANCOUVER.—Empress of India (str.).

For VICTORIA.—Mount Lebanon (str.), Tacoma (str.).

For NEW YORK.—Gerard C. Tobey, Sintram, Com. T. H. Allen, T. F. Oaks, Lucile, Manuel Llaguno, Hankow (str.).

For AUSTRALIA.—Whampoa (str.), Tsinan (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

ARRIVALS.

June—
10, Melbourne, French str., from Marseilles.
10, Benlarig, British str., from Saigon.
10, Conqueror, Amr. ship, from Newcastle.
10, Doris, German str., from Canttn.
10, Fooksang, British str., from Wuhu.
10, Fushun, Chinese str., from Canton.
10, Kiangnan, Chinese str., from Canton.
10, Maria Rickmers, Ger. str., from Hamburg.
10, Namoa, British str., from Coast Ports.
10, Tsinan, British str., from Shanghai.
10, Brindisi, British str., from Yokohama.
10, Halawan, British str., from London.
10, Anjer Head, British str., from Saigon.
10, Foochow, British str., from Singapore.

10, Wuotan, German str., from Saigon.
 10, Esang, British str., from Wuhu.
 10, Rio, German str., from Straits.
 11, Bygdo, Norw. str., from Canton.
 11, Inohdune, British str., from Bangkok.
 11, Onsang, British str., from Java.
 11, Sungkiang, British str., from Manila.
 11, Utrecht, Dutch str., from Singapore.
 11, Kong Alf, Norw. str., from Amoy.
 11, Fooksang, British str., from Canton.
 11, Thekla, German str., from Hamburg.
 11, Benalder, British str., from Shanghai.
 11, Frogner, Norw. str., from Newchwang.
 11, Cheang Hye Teng, Brit. str., from Straits.
 12, Peshawur, British str., from Bombay.
 12, Montanes, French str., from Manila.
 12, Chingwo, British str., from Liverpool.
 12, Mathilde, German str., from Pakhoi.
 12, Sishan, British str., from Saigon.
 12, Glenfarg, British str., from London.
 12, Savona, British ship, from Cardiff.
 12, Sachem, Amr. ship, from Samarang.
 13, Haitan, British str., from Coast Ports.
 13, Strathallan, British str., from Canton.
 13, Formosa, British str., from Tamsui.
 13, Benledi, British str., from Foochow.
 13, Ariake Maru, Jap. str., from K'chinotzu.
 13, Teltus, Norw. ship, from Moji.
 13, Daphne, German str., from Canton.
 13, Ceres, German str., from Foochow.
 13, Glenearn, British str., from London.
 13, Namyong, British str., from Singapore.
 14, Britannic, British str., from Kebao.
 14, Chusan, German str., from Iloilo.
 14, Germania, German str., from Moji.
 14, Martha, German str., from Saigon.
 14, Mongkut, British str., from Bangkok.
 14, Strathlyon, British str., from Saigon.
 14, Taiwan, British str., from Chinkiang.
 14, Tetartos, German str., from Amoy.
 14, Dante, German str., from Singapore.
 15, Orestes, British str., from Liverpool.
 15, China, British str., from San Francisco.
 15, Bengloe, British str., from London.
 15, Hunan, British str., from Canton.
 15, Keongwai, British str., from Bangkok.
 15, Lightning, British str., from Calcutta.
 15, Progress, German str., from Tournon.
 15, Tientsin, British str., from Canton.
 15, Deuteros, German str., from Saigon.
 15, Petrarch, German str., from Saigon.
 15, Scottish Isles, British ship, from Cardiff.
 16, Rohilla, British str., from Bombay.
 16, Cassius, German str., from Singapore.
 16, Verona, British str., from Yokohama.
 16, Sabine Rickmers, German str., from Amoy.
 16, Teucer, British str., from Foochow.
 16, Hyson, British str., from Foochow.
 16, Chittagong, British str., from Portland.
 16, Mouthmouthshire, Brit. str., from London.
 16, Taisang, British str., from Shanghai.
 16, Szechuen, British str., from Wuhu.
 16, Rosetta, British str., from Shanghai.
 16, Picciola, German str., from Newchwang.
 16, Zafiro, British str., from Manila.
 16, Hongkong, French str., from Manin Bay.
 17, Activ, Danish str., from Manin Bay.
 17, Elizabeth, German bark, from Singapore.
 17, Whampoa, British str., from Kobe.
 17, Fausang, British str., from Chinkiang.
 17, Nanchang, British str., from Tientsin.
 17, Frogner, Norw. str., from Canton.
 17, Gisela, Austrian str., from Trieste.

June—
 DEPARTURES.
 10, Ask, Danish str., for Hoihow.
 10, Independent, German str., for Chefoo.
 10, Shelley, British str., for Amoy.
 10, Tientsin, British str., for Canton.
 10, Triumph, German str., for Hoihow.
 10, Empress of China, Brit. str., for V'couver.
 10, Eze, British str., for Anping.
 10, Fooksang, British str., for Canton.
 10, Melbourne, French str., for Shanghai.
 10, Natal, French str., for Europe.
 10, Wosang, British str., for Swatow.
 11, Doris, German str., for Chefoo.
 11, Afridi, British str., for Moji.
 11, Arratoon Apar, British str., for Calcutta.
 11, Chowfa, British str., for Bangkok.
 11, Esmeralda, British str., for Manila.
 11, Kweiyang, British str., for Tientsin.
 11, Phra C. Klao, British str., for Bangkok.
 12, Brindisi, British str., for London.
 12, Esang, British str., for Canton.
 12, Bittern, British sch., for Mantung.
 12, Bygdo, Norw. str., for Chefoo.
 12, Canton, British str., for Swatow.

12, Chwnshan, British str., for Swatow.
 12, Foochow, British str., for Amoy.
 12, Fushun, Chinese str., for Shanghai.
 12, Holstein, German str., for Hongay.
 12, Namoa, British str., for Coast Ports.
 12, Palawan, British str., for Yokohama.
 12, Rio, German str., for Swatow.
 13, Frogner, Norwegian str., for Canton.
 13, Cheang H. Teng, British str., for Amoy.
 13, Redpole, British g-bt., for a cruise.
 13, Peshawur, British str., for Shanghai.
 13, Store Nordiske, Danish str., for a cruise.
 13, Benalder, British str., for New York.
 13, Maria Rickmers, Ger. str., for Shanghai.
 13, Memnon, British str., for Kudat.
 14, Argyll, British str., for Moji.
 14, Benledi, British str., for London.
 14, Chingwo, British str., for Shanghai.
 14, Chowtai, British str., for Bangkok.
 14, Kiangnan, Chinese str., for Swatow.
 14, Lyderhorn, Norw. str., for Moji.
 14, Sungkiang, British str., for Manila.
 14, Utrecht, Dutch str., for Swatow.
 15, Britannic, Norw. str., for Canton.
 15, Kristina Nilsson, Ger. bk., for V'vostock.
 15, Taiwan, British str., for Canton.
 15, Daphne, German str., for Shanghai.
 15, Hunan, British str., for Shanghai.
 15, Thekla, German str., for Yokohama.
 15, Tientsin, British str., for Shanghai.
 16, Namyong, British str., for Amoy.
 16, Kong Alf, Norw. str., for Pakhoi.
 16, Mount Lebanon, British str., for Amoy.
 16, Ariake Maru, Jap. str., for Kutchinotzu.
 16, Ceres, German str., for Hamburg.
 16, Chelydra, British str., for Calcutta.
 16, Dante, German str., for Amoy.
 16, Doric, British str., for S. Francisco.
 16, Glenfarg, British str., for Shanghai.
 16, Hanoi, French str., for Hoihow.
 16, Haitan, British str., for Swatow.
 16, Orestes, British str., for Shanghai.
 16, Strathallan, British str., for Hongay.
 16, Wuotan, German str., for Saigon.
 16, Humber, British storeship, for Shanghai.
 17, Formosa, British str., for Swatow.
 17, Tetartos, German str., for Singapore.
 17, Taisang, British str., for Canton.
 17, Macduff, British str., for Yokohama.
 17, Szechuen, British str., for Canton.
 17, Nanchang, British str., for Canton.
 17, Picciola, German str., for Canton.
 17, Sabine Rickmers, Ger. str., for Yokohama.
 17, Tellus, Norw. str., for Singapore.
 17, Tsinan, British str., for Foochow.

PASSENGER LIST.

ARRIVED.

Per *Natal*, str., for Hongkong from Shanghai—Messrs. D. Setna, M. Collaço, Chin Wang Po, and Jang Kit Shang. From Yokohama—Mr. and Mrs. W. Farmer and child, Mr. Abilla y Casariego, Mr. Jab. From Kobe—Messrs. F. Zamora, Miciano, Oiro, Lionel de Nicéville, Mrs. C. Obispo, Miss F. Rosario and 6 children. For Saigon from Yokohama—Mr. Nicolai. For Singapore from Shanghai—Messrs. E. St. Vraz and Ju Kahara. From Yokohama—Mr. and Mrs. Brydges, Mrs. Warrack. From Kobe—Messrs. Shibuya, Suzuki, and Marwell. For Batavia from Yokohama—Mr. W. H. Stone. For Port Said from Shanghai—Mr. Philippos. For Marseilles from Shanghai—Messrs. Samzia, A. Fischer, and Robson. From Yokohama—Messrs. Ohara, C. Ohai, Ouyechara, Kitagawa, Geo. Martinoff, Y. Haya, K. Saiki, O. Ide, Y. Takane, Okatmatsu, Oda, Inouye, and Barbutan. From Kobe—Messrs. Tissot, Woog, Tsubai, S. Araki, and Bellec.

Per *Melbourne*, str., for Hongkong from Marseilles—Mr. and Mrs. Dejoux, and Mr. Crisson. From Pondichery—Rev. Grosbone. From Singapore—Messrs. D. Van Eck and H. Starz. From Saigon—Messrs. Lee Dillon, Tran Hieh, Bernard, Auffan, Depeaume, and Baclot. For Shanghai from Marseilles—Mrs. A. Prolovskaja. Mrs. Ludmilia Vlatonoff and 2 children, Messrs. Dreyste, Heig Grosnow, Yao Fang Ki, and Kieffer. From Port Said—Mr. Bulte. From Singapore—Mrs. Osaya and infant, Mrs. Otrusang, Mr. Y. Fujimura. From Saigon—Mrs. Victoire Ferry, Messrs. Brooksieff, Hensel, and Probert. For Kobe from Singapore—Mrs. Takama. For Yokohama from Marseilles—Messrs. Ad. Garnaues, Ariga, Roupel, Crossley, Matzuzaki, Manao Hori, and Shinoda. From Suez—Mr. Joseph Israel. From Calcutta

—Mr. Spitzel. From Saigon—Mrs. Fabre, Sisters Eleonore and Françoise, Mr. Ottairani. Per *Peshawur*, str., for Hongkong from London—Mr. Donaldson Sim, Inspector and Mrs. Mann and 2 children. From Brindisi—Messrs. W. K. Low and J. M. Dow. From Colombo—Mr. H. Schröder. From Bombay—Messrs. H. Cowasjee and Jehangier Sorabjee. For Shanghai from London—Mr. W. E. Dickenson. From Brindisi—Mr. W. E. Hunt. For Manila—Mr. J. C. Donaldson Sim. For Yokohama—Mr. Scrimgeour. From Colombo—Mr. J. Lunsberg.

Per *Lightning*, str., from Calcutta, &c.—Mrs. Marcus, Messrs. P. T. Clark, J. L. Lovelands, J. S. Levy, and N. S. Levy.

Per *China*, str., from San Francisco, &c.—Mr. and Mrs. H. D. C. Jones, Miss Patterson, Messrs. F. Brown, A. M. Gow, Hon. W. O. Smith, and Dr. C. B. Wood.

Per *Verona*, str., from Yokohama for Hongkong—Mr. H. F. Samman, Dr. Bathe, Major and Mrs. Moller, Mrs. Henderson, Miss Jones. For Bombay—Lieut. Col. A. S. Jones, Capt. J. Allan. For Marseilles—Mr. and Mrs. Willard. From Kobe for Hongkong—Messrs. W. Armstrong, E. Shepherd, W. Ross, H. Sledge, Miss Trevin, Miss Thurnam, Messrs. Pow Cat Chong Mees, Smit, and Mrs. Fletcher and child. For Singapore—9 ladies and gentlemen of the Willard Opera Company. For Bombay—Lieut. W. C. Symon. For London—Mr. and Mrs. Pickering. From Nagasaki for London—Mr. J. Kerr Bell.

Per *Rosetta*, str., from Shanghai for Hongkong—Messrs. Houg Kwei Ying and Anderson, Capt. J. Whittle. For London—Messrs. W. Morison Harvie and D. McFarland, Misses Meyer and Forebury. From Yokohama for Hongkong—Mr. G. Bowack.

DEPARTED.

Per *Natal*, str., from Hongkong for Singapore—Messrs. E. Langlesse and E. H. Bell, Rev. Lemounier. For Marseilles—Rev. N. V. L. de Souza, Sisters M. Sales and Pheophane, Messrs. Imbault Huart and H. C. van der Honert.

Per *Empress of China*, str., for Amoy—Mrs. Boyd and 2 children. For Shanghai—Mr. B. P. Sheldon. For Nagasaki—Miss Yamaguchi. For Yokohama—Mr. and Mrs. J. P. Thomas and child, Mrs. Kirch and child, Miss Melbourne, Mr. Williams. For Vancouver, B.C.—Mr. Kwun Cheong. For San Francisco—Mr. G. Wylie. For Augusta, Me.—Capt. and Mrs. Whitmore. For Genoa—Mrs. and Miss Wyley. For London—Dr. E. H. Horsey, Messrs. A. Leeds and J. W. Richardson, Mrs. Jno. Andrew and child, Mr. and Mrs. A. Cook and 2 children, Mr. and Mrs. Bobbe. From Shanghai for London—Mr. H. B. Stableforth. From Kobe for London—Messrs. H. Binnie, B. A. Ross, and Jacob Lew. For New York—Mr. J. W. Wagner. For Liverpool—Mrs. and Miss Hardie.

Per *Melbourne*, str., from Hongkong for Shanghai—Mrs. C. Grandon, Messrs. J. Block and S. d'Almeida. For Kobe—Mr. and Mrs. A. F. Jorge, Mr. G. Barradas. For Yokohama—Lieut. Hon. H. L. Lee Dillon. For Shanghai from Marseilles—Hon. H. Grosvenor, Mr. Dreyste, Mrs. A. Prolovskaja, Mrs. Ludmilia Vlatonoff and 2 children, Messrs. Yao Fang Ki and Kieffer. From Port Said—Mr. Bulte. From Singapore—Mr. Y. Fujimura, Mrs. Osaya and child, Mrs. Otrusang. From Saigon—Messrs. Brooksieff, Stensel, and Probert, Mrs. Victoire Ferry. For Kobe from Singapore—Mrs. Takama. For Yokohama from Suez—Mr. Joseph Israel. From Calcutta—Mr. Spitzel. From Singapore—Messrs. Ad. Gornaues, Ariga, Roussel, Crossley, Matzuzaki, Manao Hori, and Shinoda. From Saigon—Mrs. Fabre, Sisters Eleonore and Françoise, and Mr. Ottairani.

Per *Palawan*, str., for Shanghai from Hongkong—Messrs. A. G. P. McNelly, Luk King Nam, and K. Adatchi. From London—Mr. W. McNeil, Mr. J. McLean, Mrs. McLean and child, Messrs. P. K. Knyvett and Cumming. From Singapore—Mr. A. W. Swan. For Kobe from Singapore—Mr. W. Clark, Miss Clark.

Per *Doric*, str., for Nagasaki—Mr. J. M. Dow. For Yokohama—Capt. Fergusson, Mr. Wold. For San Francisco—Mr. and Mrs. G. E. Graham and child, Mrs. H. Stone, Messrs. Low Hing Wan and Wong Chok. For London—Mr. H. Ogilvie.